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No. 27,192 HONG KONG, THURSDAY, MAY 30, 1929. PRICE \$3.00 Per Month.

EVE OF THE POLL

OPTIMISM REIGNS AMONG LEADERS

LAST-MOMENT APPEALS

Conclusion Of A Unique Campaign

THE SEERS AT SEA

On the eve of polling day in the General Election the leaders of the three Great Parties have delivered their final appeal to the country, each more optimistic than the other of success in a campaign, the result of which is problematical owing to the franchise of the "flappers."

The first result is expected from Bury at 10 p.m. (Greenwich time) to-day, and returns will continue till four a.m. to-morrow. The remaining 400 results will begin to be declared to-morrow afternoon.

The University declarations will be made on June 3 and 4; but the Scottish University result is not expected until June 10.

WHO WILL WIN?

London, Yesterday.
Mr. Baldwin, in a flying tour of Lancashire, and speaking at Preston said:

"We prefer deeds to words. I am no orator and have never given any promises and never tried to raise the cheers of the crowd. But I have tried to do something in the last four or five years and I am determined to go on. Whatever the verdict I shall accept it cheerfully."

Mr. Lloyd George and Mr. Ramsay MacDonald spent the day in their constituencies.

Mr. Baldwin in his "eve of the poll message" says that rash Socialist experiments or a state of political uncertainty would be disastrous to the present trade revival and would retard the improvement of the social conditions of the people.

"The Conservative and Unionist Party alone is in a position to guarantee a period of stability and ordered progress. I ask the electors to give our Party a clear majority so as to enable us to persevere in the task of building up the health and industry of the nation on permanent foundations."

Premier Makes a Promise
Mr. Baldwin's speech was broadcast to the country. It dwelt on the Government's achievements. He asked for an opportunity to complete the Conservative's constructive programme.

"I can promise you a resolute and determined will to make the common lot happier and better, to try to win peace, prosperity, stability and security in your work and in your home. I have shown my confidence in the women of this country and I ask you to trust me again."

Lloyd George's Prediction
Mr. Lloyd George in his speech at Carnarvon, predicted:—

"The Government is going to have the most tremendous smash of any Government this country ever had."

"Whatever complexion the next Parliament will be there will be enough Liberals in it to force the Liberal unemployment programme through."

Labourites "Stand or Fall"
Mr. J. H. Thomas, in a speech at Derby, said the Labour Party would be ready to accept the responsibility of Government.

"We will neither bargain nor barter, but will stand or fall by the merits of our proposals."—
—Reuter.

Last Moment Hopes
Mr. Lloyd George told his constituents that the Government was doomed and declared that the Liberal Party could and would conquer unemployment.

Labour headquarters say:—
"The returns from all parts of the country indicate that the industrial districts will give the Labour Party majorities. What is more surprising is that the rural constituencies are giving us a lead this time. Even in Devon and Cornwall, where other parties have previously had matters to themselves, candidates and agents are full of expectancy. In London we shall capture enough seats to create a record for the Labour Party. We do not only hope to win back those lost at the last General Election

NEW ALLIES AGAINST CHIANG?

YEN TO JOIN FENG

COUNTERING MANCHURIA AND NANKING

CONFERENCE IN SHANSI

Shanghai, To-day.
According to competent observers, General Feng Yu-hsiang's telegram to General Yen Hsi-shan and the latter's reply to him, which were given out for publication by the Nanking authorities, indicate that Yen Hsi-shan really wished Feng Yu-hsiang to proceed to Shansi in order to confer on a proposed military alliance. Yen Hsi-shan, it is reported, suggested to Feng Yu-hsiang to hold a meeting at Yuencheng, a city in South-West Shansi.

Mind Made Up
The official report circulated by the Nanking publicity bureau, stating that Yen Hsi-shan is intending to join Feng Yu-hsiang to travel abroad, is deemed to be unfounded. And why Yen Hsi-shan suddenly made up his mind to side with Feng Yu-hsiang has yet to be explained.

Since Chiang Kai-shek had differences with Feng Yu-hsiang, the former never had much confidence in Yen Hsi-shan. The fact that a pro-Chiang force from Manchuria recently marched within the Great Wall has some bearing on a rumour that Chiang Kai-shek has secretly encouraged Chang Hsueh-liang, head of the Manchurian Government, to extend his control over the north of Chihli province, in order to check Yen Hsi-shan's expanding influence in North China.—Nan Chung Kuo News Service.

Nanking's Approval
Nanking, Yesterday.
The Nationalist Party propaganda department approves the (reported) decision of General Feng Yu-hsiang to retire from political and military services in China and to go abroad. It is also intimated that unless Feng Yu-hsiang retires early, General Yen Hsi-shan (of Shansi) and General Chang Hsueh-liang, of Manchuria will join Marshal Chiang Kai-shek against him.—Nan Chung Kuo News Service.

Han Denies Treachery
Shanghai, Yesterday.
According to the Shanghai correspondent of the South China News, General Han Fu-chu, one of the military lieutenants of General Feng Yu-hsiang, has cabled to one of his friends in Shanghai denying the report of the Kuomintang publicity service that he is to transfer his allegiance to Marshal Chiang Kai-shek.—Nan Chung Kuo News Service.

The Trip Abroad
Shanghai, Yesterday.
A Kuo Min message from Peking says it is "reported that Feng Yu-hsiang has decided to retire from politics and to go abroad with Yen Hsi-shan. Feng Yu-hsiang is now drafting a circular telegram announcing his retirement."

The message adds that Feng Yu-hsiang and Yen Hsi-shan will meet shortly at Yuencheng in South Shansi, whence they will start together on a trip around the world.—Reuter.

Manchuria Intervenes
Peking, Yesterday.
Generals Chang Hsueh-liang, Chang Tso-hsiang and Wan Fu-lin, the heads of the Three Eastern Provinces, after a conference at Mukden, have sent out a circular telegram denouncing Feng Yu-hsiang. The telegram draws attention to the unification which has just been completed and points out that reconstruction is proceeding apace since the successful Disbandment Conference. Therefore those in Government service are in duty bound to preserve peace and order.

Instigated by Reds?
They (the three Generals) are astonished to see the Kuomintang (Feng's Army) wrecking railways, stopping foodstuffs reaching famine areas and issuing telegrams against the Government. For single bodies to take such actions is illegal and slights the sovereignty of the people.

The Kuomintang actions appeared to be instigated by Red elements and the Manchurian authorities therefore are ready to take action against them.—Reuter.

Closed since May last year the Vogrie Colliery's Mossend Pit, Midlothian, was reopened last month.

A PATRIOT'S DEATH

PROTEST AGAINST BAD GOVERNMENT

HOW HE "LOST HIS HEAD"

(From Our Own Correspondent.)

Yunnanfu, May 18.
There was living here a man who used to write by hand the Nationalist slogans with which the walls were plastered at times of excitement or crisis. A few days ago, this man, being a patriot, wrote three slips, which read:

"Down with Lung's government." (Note: General Lung Yen is Governor of Yunnan province.)

"Down with those who put up the price of rice."

"Down with those who have ruined the currency."

These he stuck upon the walls early one morning but, at about nine o'clock, they were discovered by the authorities and taken down, and this man was sent for.

"I Am Ashamed"
He was asked "Did you write these and put them up?" "Yes," he replied. "Why did you do it?" "Because I love my country and am ashamed that these things are done," he said.

"Well," he was told, "people who lose their heads like this and seek to stir up trouble are liable to lose their heads actually."

"I don't mind," he replied, "I am prepared for that, but I would like to ask if it is not true that since this government came into power, this province has gone from bad to worse? Is it not true that the price of rice has gone up from Yunnan \$12 to Yunnan \$80 during the same time?"

Killed by Troops
"Is it not also true that the exchange which was less than 300 has gone up to 800? Is it not also true that the people are dying by hundreds because they cannot buy rice?"

"I am willing to sacrifice my life for the good of my country, as a protest against bad government," he was then taken outside and stabbed to death by the soldiers.

SIR R. HO TUNG

Guest of the National Government

Nanking, Wednesday.
Representatives of 19 countries are here attending the funeral ceremonies.

The National Government's guests include Sir Robert Ho Tung, who is staying at the finance Minister's residence.—
—Reuter.

SHARES OWNERSHIP

CLAIMED BY CHINESE HEAD TALLYMAN

WRONGFUL DETENTION

Wong Ping-kui, head tallyman of the Wing On Company, sued the Wing On Company and Lan Chui-shi, at the Supreme Court this morning before the Chief Justice, Sir Henry Gollan.

The action arose in respect of 20 shares in the Wing On Company. Plaintiff asked for a declaration that he was the rightful owner of the said shares—Nos. 8768—8787. He further asked for the return of the certificates, and damages against Lan Chui-shi for wrongfully detaining the shares, or that they be deemed to be lost or cancelled if she failed to return, and also costs.

The plaintiff's story was that he entrusted the shares to his wife when he went abroad. She died while he was away and the shares came into the possession of Lan Chui-shi.

Mr. Bin Shing-lo appeared for both defendants. The case first came up on April 15, when Lan Chui-shi did not appear and his Lordship indicated he must be satisfied that the writ of summons, statement of claim, and date of trial had been communicated to her.

The necessary evidence of identification was given this morning, and Lan Chui-shi being again absent, his Lordship gave judgment.

Plaintiff was granted his application and also damages amounting to \$8,500 against the woman, which was the market value of the shares. Costs were also granted to plaintiff.

HAS CANTON CRISIS PASSED?

SILVER TIDE TURNS

COINS PUT IN SHAMEEN NOW TAKEN BACK

CANTON, To-day.

The management of the Central Bank of Canton brought back a consignment of silver coins from a depository in Shameen on the afternoon of May 28. This consignment of silver coins was transferred there—for safe custody—by the Bank during the critical period when Canton city was momentarily expected to fall into the hands of the Kwangsi faction.

—Nan Chung Kuo News Service.

FATE OF SWATOW

Report of its Fall Described as Premature

Swatow, Yesterday.
The report of Swatow having changed hands is premature but

1929 rainfall 10.18 inches
Average 22.83 inches
Deficit 12.65 inches
Don't waste water!

there have been serious threats from outside both by land and sea.—
—Nan Chung Kuo News Service.

(Note: A comparatively small force of Cantonese supporting the Kwangsi faction against Canton has been defending Swatow and hinterland against an invasion of troops from Fukien (who are in favour of Chiang Kai-shek and, therefore, of the present Canton regime). A number of anti-Kwangsi warships arrived at Swatow some days ago but made no assault on the port.)

KWANGSI'S STRUGGLE

Light on Present Contender for Possession

Wuchow, Yesterday.
General Ho Chien's Hunanese troops and General Fan Shek-sang's Yunnanese troops, in support of Marshal Chiang Kai-shek, are to attack Wuchow from Pinglo (about 80 miles north of Wuchow), up the Fu River. The local Kwangsi garrisons are preparing for defence.

The invaders arrived at Kwellin (also on the Fu River, but about 150 miles north of Wuchow) as early as May 13, but did not move further south upon receiving an assurance from the Kwangsi Army leaders that these invaders would be well satisfied after they (the Kwangsi-ites) had successfully taken over Kwangtung. The Kwangsi Army failed in its attack on Kwangtung and, therefore, General Ho Chien's Hunanese and General Fan Shek-sang's Yunnanese again became "loyal" to Chiang Kai-shek.

Still Confident?
Now the Kwangsi Army has to oppose both the Hunanese and Yunnanese to the North in addition to fighting a rearguard action against the Cantonese Army now concentrating at Shiehing, on the West River, 93 miles below Wuchow.

The Kwangsi Army authorities, however, state that they are confident of being able eventually to maintain their position and to make another effort to oust the followings of Chiang Kai-shek from Canton.

Not by Battle
Perhaps the struggle for possession of Kwangtung and Kwangsi may not be decided on the battlefield but through a regrouping of politicians and military leaders in the Liang Kwang.

As to Yu Tsok-pak, a Kwangsi politician appointed to command the two brigades under Li Ming-shu and Yang Tang-wei (sent by sea to attack Wuchow), the Kwangsi people are having very little hope of his success. Yu Tsok-pak has no armed men of his own.—
—Nan Chung Kuo News Service.

ANOTHER NEW CLIQUE

Shanghai, Yesterday.
Reports from Changsha state that a faction of Kuomintang members, disappointed politicians and militarists, has been organized in Hunan, and that this body claims to have been able to set itself up at Yucheng, a town along the Hunan-Kiangsi border.

—Nan Chung Kuo News Service.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 1/16.

"THE WHOLE TRUTH"

PLAINTIFF HOPES DEFENDANT TELLS NO LIES

A CLAIM OF \$50

Au Tsai-hi is an interpreter to Mr. A. el Arculli, solicitor, and Yau Yuk-tin is the proprietor of a hair dressing saloon. The two had apparently been the best of friends and several lending transactions took place between them.

The trite old saying that "lending and borrowing cuts friendship" came true in this case. Au sued Yau at the Summary Court, before Mr. Justice J. R. Wood, this morning, for the recovery of \$50 which he said he had lent Yau on September 21, 1928.

In the absence of Mr. Arculli, who was engaged at Taipo, Mr. J. M. Remedios appeared for the plaintiff, and Mr. F. H. Loseby represented the defendant.

Another Action Pending
Au said that the defendant had borrowed several sums of money from him at different times. The whole amount lent was \$4,800. Of this, \$3,100 would form the subject of an action to be heard by the Chief Justice in Original Jurisdiction. That sum was paid to defendant for shares invited by the latter's prospectus.

Defendant also owed a sum of \$1,500, for which he had been sued for the balance. Judgment was given against him. The present claim of \$50 was the balance of a loan of \$200. This latter amount was given to defendant in the office of the plaintiff and there was no one present to witness the transaction. Plaintiff did not ask for a receipt because defendant promised to repay on the following day.

Serious Allegation
Cross-examined by Mr. Loseby, plaintiff said that prior to working for Mr. Arculli, he was interpreter to another solicitor—Mr. Gardiner, who was now dead. In all he had had twenty years' experience in a legal firm. The \$3,100 was originally a loan made to defendant, but it was later transferred into shares. In respect of that transaction, plaintiff said, he had received a document from the defendant, and he

was suing the defendant on the strength of that document.

Mr. Loseby:—You are accused of forging that document in my client's name?

Mr. Remedios objected and said that the highest Mr. Loseby could put it was that the defence had alleged that the document was forged.

The Difference
His Lordship also thought that whatever the pleadings might be in the Original Jurisdiction action, it would only be fair to say that the document was alleged to be forged. It was a matter of an entirely different complexion to saying that the plaintiff had forged the document.

Mr. Loseby said that that was the only construction one could put. Plaintiff said that he could call a witness to say that the document was given by the defendant.

Mr. Loseby: Has Mr. Arculli told you that you are being accused of forgery?—Mr. Arculli only told me that the defendant had denied the document to be his.

It was also said that the money was paid by you as your shares in a private partnership and that you are a partner of the defendant—I know that the defendant had said all this.

Hopes to Hear the Truth
In answer to further questions, plaintiff said that he did not record the transactions in his books, but he had kept a private diary in which the bigger loans were entered. He did not enter the loan of \$50 in the diary because defendant had promised to repay the next day.

Mr. Loseby: Did you disclose that diary in your affidavits in connection with the Original Jurisdiction action?—No, I was advised not to do by my legal adviser.

I put it to you that you have never made that loan of \$50 to the defendant?—If defendant says so, with costs.

SOVIET DENIES HELP FOR FENG

"NO SECRET PACT"!

MOSCOW INDIGNANT ABOUT HARBIN RAID

SAYS NANKING FABRICATED

Moscow, Yesterday.
Following the raid by the Chinese Government on the Russian Consulate-General at Harbin (in Manchuria) in which two Russian Consuls, three women and forty others were arrested, an official statement has been issued by the Soviet declaring as a "gross and ridiculous fabrication" the allegation of the National Government of China (in Nanking), that General Feng Yu-hsiang (the "Christian General") has a secret agreement with the Soviet which is supplying him with money and ammunition.

"False Documents"
"If the National Government of China," Moscow's official statement continues, "really believed in the false documents against Soviet Russia that have been published by it, it (the National Government) would not have kept these documents secret all this time and would not have continued its alliance with Feng Yu-hsiang and it (the National Government) would not have appointed him Commander-in-Chief of a portion of the Chinese Armies."

"Soviet Russia has always adhered and will adhere to its position—that of complete independence and sovereignty for China."—
—Reuter.

Chinese Version

Mukden, Yesterday.
An official report from Chang Ching-wuei (the man on the spot) to General Chang Hsueh-liang (head of the Nationalist Government in Manchuria) regarding the raid by the Chinese authorities on the Russian Consulate-General at Harbin states that a former Bolshevik reported to the Harbin Police that a meeting of the executive committee of the Third International was being held in the Russian Consulate on May 27.

Formerly these meetings were held every second year to decide the programme of Bolshevik activities in China.

Violation of Pact
The Police informant, who formerly attended these meetings, asked for a reward and protection.

The meeting (states the official report) violates the pact between the Russian Soviet and the Chinese authorities in Mukden (the capital of Manchuria) stipulating that there is to be no Soviet propaganda in Manchuria.

Fifty men assembled in the cellar of the Consulate were discovered by the Chinese Police. Amongst these men were Kuznetsov, the Russian Consul-General at Mukden, who is on sick leave.

One Consul Released
During the confusion following Police entry, the report adds, members of the Russian Consulate staff (of Harbin) tried to burn some documents. Most of the papers were recovered. Such contain, it is alleged, important secrets and propaganda. The papers are now being photographed for publication.

Kuznetsov was released. The Consular staff is detained under surveillance and 89 others were arrested.—
—Reuter.

I will leave the matter in the hands of his Lordship, but I do hope defendant will tell the truth.

"To Extricate Information"
Defendant entered a complete denial in the witness box and when cross-examined by Mr. Remedios, said that the \$1,500 which he borrowed was not plaintiff's money.

Mr. Remedios: Quite true, but I put to you that on September 21, 1928, plaintiff paid you a cheque for \$120 and \$30 in cash to make up the loan of \$150?—No.

Pressed again for an answer, defendant said that if he did receive a cheque for that amount, it must have been for shares and not in the way of a loan. He added that he could not exactly remember whether he had received such a cheque. He had received altogether eight cheques from the plaintiff.

Asked by his Lordship as to what object plaintiff had in coming to Court and telling a lie against him, defendant said that it was obvious that plaintiff wanted to extricate information from him to be used against him in the other action.

Judgment was given for the plaintiff for the amount claimed, with costs.

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A. C. HAYES, Chief Manager.
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K. NAGURA, Manager.
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Hong Kong, 19th January, 1929.

COMMERCE
AND
FINANCE.

MUSCLE SHOALS

KNOTTY PROBLEM FOR
PRESIDENT
LEASE URGED

[By Arthur Crawford]
Muscle Shoals, which furnished a
knotty problem for his three pre-
decessors, is to receive the attention
of President Hoover.

Some recommendation on the ques-
tion of the disposition of the water-
power plant on the Tennessee river
will be incorporated in the presi-
dent's annual message at the open-
ing of the regular session of congress
next December. Already Mr. Hoover
has consulted with some of the mem-
bers of congress and others who are
interested in the matter.

Hoover is unlikely to be satisfied to
hold that a "pocket veto" at the end
of a session other than the wind-up
of the two-year life of a congress
is the proper method of disposing of
the problem.

Mr. Hoover's suggestion for legisla-
tion, the president would like to see
the bill passed by the legislature in
the closing days of the recent ses-
sion.

As the situation now stands, there
is a strong movement, backed by the
American farm bureau federation and
other groups, for the leasing of the
plant to the American Cyanamid
company, the corporation which uses
the process for manufacture of
nitrate for fertilizers, for which
Muscle Shoals is equipped. The bill
providing for acceptance of this offer
as introduced by the late Martin M.
Madden of Chicago was approved by
the house military affairs committee
in the closing days of the recent ses-
sion.

A Fifty Year Lease
According to computations made
originally by Mr. Madden, the 50-
year lease proposed by the American
Cyanamid company would yield an
average annual return of 4 per cent
on the investment in dams and power
plants of slightly more than 4 per
cent. In making this computation,
however, there is deducted a consid-
erable part of the cost as properly
chargeable to navigation, and also
there is not taken into account the
government's investment in nitrate
plants of which the lessee would have
the use without the payment of cash
rental.

Ex-Representative Morin, republican,
Pennsylvania, who was chairman of
the military committee up to the
time of his retirement from congress
on March 4, in a dissenting report on
the return on the government's power
plant investment of \$127,443,222
plus the additional sum of \$88,576,222
for two new dams and additions to
the present dam.

The Morin substitute proposal con-
templated turning the plant as it
stands over to the department of
agriculture for use as an experi-
mental station for the development of
processes of making nitrate for war-
time use or for fertilizer. He sided
with those who contend that the
cyanamid process is obsolete. As to the
nitrate process, Mr. Morin would
allocate a sufficient quantity for use
in the experimental work and sell or
lease the remainder under contracts
securing the maximum return to the
government.

Orders for White and Coloured
Dress Linens continue to come for-
ward steadily, but quantities are not
as large as merchants would like to
see. The Vogue for Prints while as-
sisting Linens to a certain extent
naturally favours artificial silk, and
the demand for Linen Suitings in
Plain and Fancy weaves have been
enquired for and prospects of busi-
ness on these goods are considerably
better.

Since last report business placed
about the average in most
lines. Damasks and general house-
keeping goods are in demand, and
some large orders have been placed
for special items. It is true prices
have been very closely cut, this, how-
ever, is not exceptional. All lines in
handkerchiefs have sold well, and
more dozens have been already placed
than at the corresponding period last
year. Up to date styles are the
break of life in the handkerchief
business, and Belfast has more than
held its own in this direction. Cam-
brics and sheers in the piece find a
ready market at present very advan-
tageous costs.

Damasks, Etc.
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BELFAST LINEN

MARKET'S TONE QUITE
STEADY
CONSIDERABLE INQUIRY

The Irish Linen Society in their
market report for the fortnight end-
ing April 24, state:
Flax

Irish.—The markets, with one or
two exceptions, are now closed for
the season, and it is some years
since the crop has been so comple-
tely cleared up.

Courtauld.—There is nothing of in-
terest to report.

Latvian.—No sales of flax are re-
ported. It is thought that the Gov-
ernment would entertain a proposal
for bulk, but no consuming centre is
showing any real interest. The first
steamers have now left Riga after
being ice-bound for fully two
months.

Estonian.—Owing to continued
slight demand, reductions are now
possible. Assortments are running
very low.

Lithuanian.—Peasants are not
satisfied with present ruling prices,
and some of them are holding back
supplies. It is a poor crop, however,
and even at a shade less money is
not attracting spinners' attention.

Soviet.—The Russians are firm in
their ideas, and some moderate busi-
ness in flax at 45 below the quoted
rates has been turned down. How-
ever, a very large quantity, probably
3,000 tons, of Dew-retted tow has
been sold to U.K. and the Continent.
This has steadied the tow market.

Yarns
No very pronounced change in the
market since last report. Demand
without much animation but still
sufficient to prevent any accumula-
tion of importance. Prices steady.
Foreign spinners considering reduced
production.

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Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

WANTED

WANTED.—Experienced Stenographer in Solicitors' Office. Apply P.O. Box No. 387.

WANTED.—Young Chinese male stenographer for English correspondence in Tourane. Reply Secretary, P.O. Box 22.

WANTED.—Young Chinese male stenographer for English correspondence in Tourane. Reply Secretary, P.O. Box 22.

WANTED.—English couple would like use of Matched at Repulse Bay, Saturdays only. Write Box No. 603, c/o "China Mail."

WANTED.—By Japanese, a position in an Hotel. An all round man willing to do anything. Apply Box No. 609, c/o "China Mail."

TO LET OR FOR SALE

TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

FOR SALE

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

FOR SALE.—A Baby Grand Piano. Broadwood make. Price moderate. Apply Box No. 602, c/o "China Mail."

FOR SALE.—"Barkers," Sai Wan. A fine 4-roomed Bungalow with large Garden. For full particulars apply Box No. 696, c/o "China Mail."

FOR SALE.—Wharfside Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 694, c/o "China Mail."

TUITION

HIGHLY experienced, conscientious TEACHER gives lessons to enable pupils to speak and write letters in Cantonese, within six months. Address: 21, Shanghai Street (2nd Floor), Yaumatei.

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.



A Picture of Health!

Infants Thrive Perfectly On Natural Sterilized Milk, for it contains all the health giving qualities of fresh creamy milk!

"BEAR BRAND"

Sole Agents for H.K. & So. China
A. B. MOULDER & CO., LTD.
China Building,
Hong Kong.

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.
Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call: —
K.661 — No. 2, Saigon Street, Yaumatei
C.2560 — No. 36, Tung Man Street.

NOTICES

PUBLIC NOTICE

PLAYING FIELDS COMMITTEE.

IT IS HEREBY NOTIFIED that the PLAYING FIELDS COMMITTEE is desirous of obtaining the views of as many interested persons and associations as possible, and those who have any suggestions or representations to make regarding the present and future provision of playing fields in the Colony are invited to forward them early to Mr. T. Megarry, Secretary to the Committee, at the Colonial Secretariat.

Anyone wishing to support his written representations by oral evidence before the Committee is requested to inform the Secretary accordingly.

Hong Kong, 22nd May, 1929.



NOTICE

THE UNDERSIGNED is prepared to consider offers to purchase the following properties:—

Section C of Marine Lot 243 (Nos. 5 and 6, Praya, Kennedy Town, Godowns).

Kowloon Marine Lot 55 (shipyard).

Sections A & B and the Remaining Portion of Shaukiwan Inland Lot 490 (Ten Chinese shops and dwellings).

Sub-section 1 of Section A of Shaukiwan Inland Lot 482 (Nos. 219-227, odd Nos., Main Street, Shaukiwan West).

Particulars may be obtained on application at the Treasury, or to the Crown Solicitor at the Courts of Justice.

C. MEL MESSER,

Colonial Treasurer.

Hong Kong, 21st May, 1929.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, the 31st May, 1929,

commencing at 10 a.m.

at "Craigmin West,"

No. 505, The Peak

(Magazine Gap)

A Quantity of

VALUABLE HOUSEHOLD

FURNITURE

(Particulars from Catalogue).

also

One Upright Piano by "John

Broadwood & Sons"

and

A Quantity of Canton Black-

wood Furniture.

On View from Thursday, the

30th May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, 29th May, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, May 31, 1929,

commencing at 2.30 p.m.,

at their Sales Room,

Duddell Street.

A Valuable Collection of

CURIOS.

(Particulars from Catalogue).

On View from Thursday, May

30, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, May 28, 1929.

PHOTO-SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

ZIESS and BUSCH
FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. C. 3459.

26A, Des Voeux Road C.

Hong Kong.

NOTICES

HONG KONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

MEMBERS are requested to send in their applications for the above before FRIDAY, 31st May, as it is proposed to close the list of subscribers on that date.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 23rd May, 1929.

NOTICE

AS FROM 22nd May, 1929, Mr. A. E. D. SHANK has been appointed Managing Director of the Kowloon Tong and New Territories Development Co., Ltd.

By Order of the Board.

Hong Kong, 25th May, 1929.

HERIOTONIANS.

HERIOTONIANS — To enable the JUNE DAY to be celebrated in the traditional way it has been decided to hold a dinner at the Hong Kong Hotel Roof Garden on Monday, June 3, at 8 p.m.

All HERIOTONIANS are requested to communicate with A. N. Braude, c/o H.K. Telephone Co., C. 606, or K. 388.

PEAK TRAMWAYS COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Hong Kong Hotel, Hong Kong, on FRIDAY, June 7, 1929, at 11 a.m. for the purpose of receiving the report of the Directors together with a Statement of Accounts for the year ended April 30, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, June 1, to FRIDAY, June 7, 1929, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hong Kong, May 28, 1929.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 19th June, 1929, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

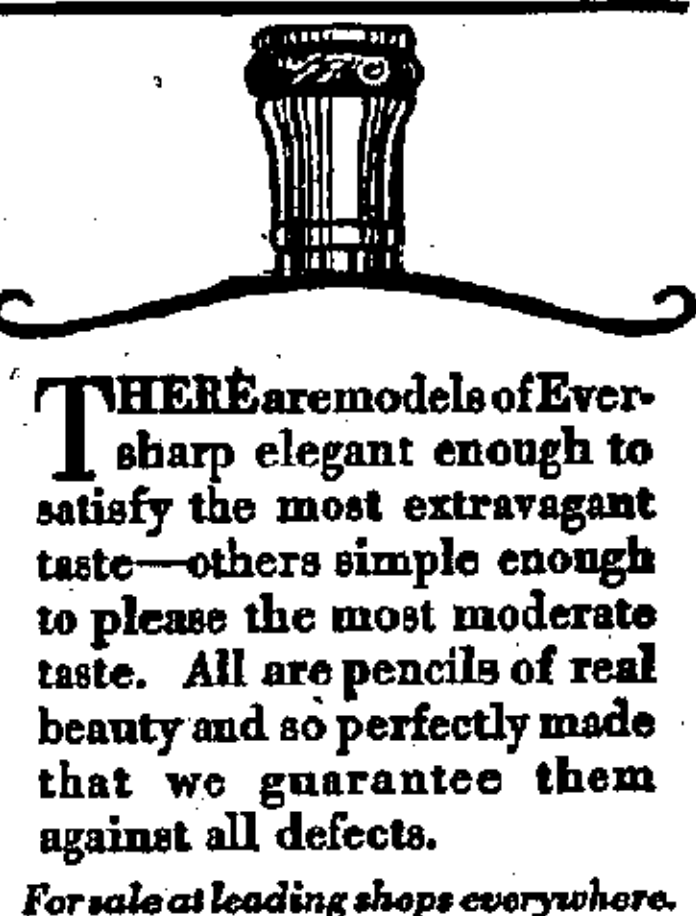
The TRANSFER BOOKS of the Company will be CLOSED from the 12th June to 3rd July, 1929, both days inclusive.

By Order of the Board.

JARDINE, MATHESON & CO., LTD.,

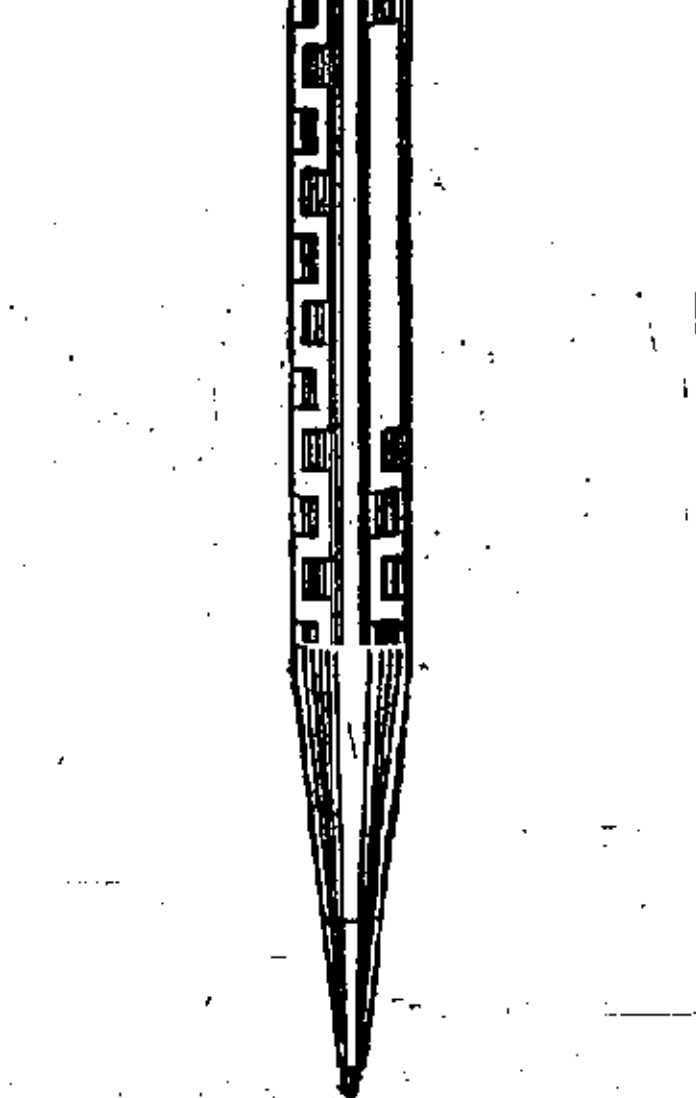
General Managers.

Hong Kong, 24th May, 1929.



There are models of Ever Sharp elegant enough to satisfy the most extravagant taste—others simple enough to please the most moderate taste. All are pencils of real beauty and so perfectly made that we guarantee them against all defects.

For sale at leading shops everywhere.



EVER SHARP
Comparison to
WALL PEN

ON SALE EVERYWHERE

Sole Agents:—

N. S. MOSES & CO., LTD.

TO-DAY'S RADIO

BROADCAST BY
Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m. — Programme of Chinese music. (Records supplied through the courtesy of the Sincere Co., Ltd.).

7.48 p.m. — Evening weather report.

8 p.m. — Evening programme, (Columbia records supplied through the courtesy of Anderson Music Co.).

"Lady Mary." Vocal Gems, Columbia Light Opera Company.

"Caprice Viennois" (Kreisler), "Gipsy Airs" (Sarasate),

Violin Solo, Toscha Seidel.

"On The Water," Tenor,

"The Erl King," Tenor,

Frank Titterton.

"Classica" (Ewing), Selection.

J. H. Squire Celeste Octet.

"Reverie" (Dunkler—Op. 20),

"Andantino" (Song Of The Soul),

Cello Solo, W. H. Squire.

"The Gondoliers" (Gilbert & Sullivan), Vocal Gems,

Columbia Light Opera Company.

"The Nightingale,"

"The Emigrant," Soprano,

Dora Labbette.

"Thais—Meditation" (Massenet),

"Elegie" (Massenet), Violin Solo,

Albert Sammons.

"William Tell Overture" (Rossini),

Sir Henry J. Wood Conducting

the New Queen's Hall Orchestra.

1—Dawn.

2—The Storm.

3—The Calm.

4—Finale.

"Gipsy Dan,"

"Leannin," Baritone,

Raymond Newell.

"The Merchant Of Venice" (Rosse),

Organ Solo.

Quentin M. MacLean.

"Come Into The Garden Maud,"

"My Sweetheart When A Boy,"

Tenor, William Heseltine.

"Boris Godunov" (Moussorgsky),

A. Cambon, H. Dallerand &

Chorus.

"Lilac Time" (Ross & Schubert),

Vocal Gems,

Columbia Light Opera Company.

"Stay Out Of The South,"

"A Hundred Years From Now,"

The Trix Sisters.

"Andante Religioso" (Thome),

"Melodie" (Gluck-Squire),

Cello Solo, W. H. Squire.

"O Hush Thee, My Babe" (Sullivan),

"O Peaceful Night" (German),

The Salisbury Singers.

"Tannhauser" (Wagner), Overture,

Willom Mongelberg Conducting

the Concertgebouw Orchestra

in the Concert Hall, Amsterdam.

10.30 p.m.—Close down.

SHELL EXPLOSION

PRIEST AND STUDENT KILLED AT VERDUN

Verdun.—Twelve students, headed by two priests, following the post-war Easter practice of searching the Verdun battlefields for the remains of fallen soldiers with a view to placing them in the Douaumont Ossuary, lit a fire in an old shell hole and sat around it singing hymns before retiring.

A shell buried in the ground exploded and a priest and a student were killed and two students were gravely injured. Others were slightly wounded.



Invents New Science.—Dr. Eugene C. Bingham, head of the Department of Chemistry of Lafayette College, Easton, Pa., has invented a new science which he calls "Rheology" and which is causing considerable interest among scientists throughout the world.

BORN HERE

SUDDEN DEATH OF P. H. SMITH

LONG SERVICE WITH CUSTOMS

The China Press (Shanghai) of May 20 states:—

We regret to record the death, which took place suddenly yesterday, of Mr. Peter Hieronymus Smith, Chief Appraiser and Inspector of Examiners, Chinese Maritime Customs, at Tientsin.

While proceeding down Victoria Road on his duties about noon on May 14, Mr. Smith suddenly collapsed in his ricksha. Dr. Grice was immediately summoned, and he was taken to the Victoria Hospital where he died about 5 p.m.

Born at Hong Kong on July 14, 1879, Mr. Smith spent a large part of his long official life in the Chinese Maritime Customs, rejoining the Chinese Maritime Customs in April, 1908.

He had been in Tientsin for the past eighteen months and had previously served in Antung and Shanghai. He was a very popular member of the service and his sudden death removes from our midst one whose unfailing kindness and patience marked him out as a friend and counsellor of all. He was a prominent member of the Customs Club of which he was, in fact, treasurer at the time of his death, and he always showed great keenness in helping forward social functions and sports. Mr. Smith's decorations included the Order of the Pa Kua, 6th and 5th Class (Korea) and the Order of the Chia Ho, 6th and 5th Class.

The deceased gentleman leaves a widow, a daughter, Mildred, aged 14, and a son, Gordon, aged 10, in Tientsin, as well as a sister, Mrs. Charles Mutton, in Hong Kong, and with these deep sympathy will be felt by a wide circle of friends.



FRAUD ON WOMAN

\$20 OBTAINED BY A ROGUE

A Chinese was yesterday afternoon charged before Mr. T. S. Whyte-Smith, at the Central Magistracy, with obtaining \$20 by false pretences from a female hawk in Kowloon.

Accused was alleged to have pretended that he was employed at the Central Police Station, and therefore was in a position to secure a licence for the woman. In sending the accused to jail for six months, his Worship said that he was sorry he could not sentence the man to more than six months' hard labour, but he would have to serve the maximum sentence that it was within his Worship's power to give.

The woman was told by the Magistrate that he would recommend her for a licence.

Tons of timber and machinery were destroyed in a fire at a Sipeup saw-mills, owned by Mr. W. Wells.

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Second Branch:—No. 22, Queen's Road Central. (For Ladies & Gent.) (Near Ground floor of Kowloon Building)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

Business Hours:—9 a.m. to 7 p.m. on week days. 12 noon to 6 p.m. on Sundays.

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TENYO MARU Wednesday, 12th June.
SHINYO MARU Wednesday, 10th July.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
SHIDZUKA MARU Monday, 17th June.
YOKOHAMA MARU Monday, 1st July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
KATORI MARU (Calls Lisbon) Saturday, 1st June.
ATSUTA MARU Saturday, 15th June.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 26th June.
AKI MARU Wednesday, 24th July.
COMBAY via Singapore, Penang, & Colombo.
SADO MARU Tuesday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Thursday, 30th May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU Friday, 7th June.
NEW YORK via PANAMA.
ASUKA MARU Friday, 31st May.
LIVERPOOL via Port Said, Geneva, Marseilles.
DAKAR MARU Monday, 10th June.
CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU Friday, 31st May.
SHANGHAI, KOBE & YOKOHAMA.
RANGON MARU (Mojil direct) Thursday, 6th June.
SUWA MARU Monday, 10th June.
TSUSHIMA MARU Friday, 14th June.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
ANDES MARU Sunday, 9th June.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
MANILA MARU Thursday, 27th June.
BOMBAY—Via Singapore & Colombo.
SHINNOH MARU (Calls at Kara chi) Monday, 3rd June.
SUMATRA MARU Wednesday, 19th June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOMBASA—Via Singapore & Colombo.
CHICAGO MARU Friday, 31st May.
CALCUTTA—Via Singapore, Penang & Rangoon.
INDUS MARU Sunday, 2nd June.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
ALABAMA MARU Monday, 10th June.
ARABIA MARU Tuesday, 18th June.
MELBOURNE—Via Manila, Brisbane & Sydney.
MADRAS MARU Thursday, 6th June.
HAIPHONG—Via Hobei & Pakhoi.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
ATLAS MARU Saturday, 8th June.
SOUABAYA MARU Sunday, 9th June.
KELUNG—Via SWATOW & AMOY.
HOZAN MARU Sunday, 23rd June 3 p.m.
TAKAO—Via SWATOW & AMOY.
DELI MARU Thursday, 20th June Noon.
TAKAO & KELUNG.
SOUABAYA MARU Sunday, 9th June.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.



"PAUL LECAT"

THE END OF A WELL-KNOWN VESSEL

The famous Messageries Maritimes liner "Paul Lecat," one of the best-known steamships on the Eastern trade, has been condemned as not worth repair, and has been sold by the Services Contractuels as she lies burned out at Marseilles. She was the first ship of the new Messageries Maritimes programme, and caused a great sensation when she was built at their own yard at La Ciotat in 1911, for her gross tonnage of 12,550 was nearly double that of any other ships of her fleet, and she promised a new era on the heavily subsidised, but very popular Eastern service of the company. She was a steel twin-engine steamship, with quadruple-expansion engines driving her at a speed of fifteen knots, and had passenger accommodation which was far in advance of any of her predecessors. Also, she was a very fine-looking ship with her slightly curved stem and two big funnels. She was designed for the Japanese service, but was well known on the Indian run as well, and had made a great reputation for herself when war broke out. She was immediately armed and commissioned, but employed as a heavily armed transport rather than a cruiser, although she had been originally designed with cruiser duties in view, had signed with her annual subsidy for that purpose and had a battery of quick-firing guns reserved for her at home and in the East.

She did excellent work carrying French troops to the Dardanelles Expedition and from Africa to France, in addition to a certain amount of patrolling. After the Armistice there was so much arrears of business to be worked off by her owners that she was put on to the Far Eastern service immediately, and it was not until the beginning of 1922 that she went to her old yard at La Ciotat to be thoroughly overhauled and recommissioned as a first-class passenger ship.

DUCHESS OF ATHOLL

C.P.R. OFFICIALS' FRANK STATEMENT

Southampton.—A frank statement with regard to the deaths of four passengers on the liner "Duchess of Atholl," was given to a Press Association reporter by Sir George McLaren Brown, the European general manager of the Canadian Pacific Railway. Sir George sailed to Cherbourg on the White Star liner "Homer," to meet his wife, who was to arrive in England on the "Empress of Australia." "I want to be quite frank about this," he said, "and I want the public to know as many facts as I myself know. There is nothing mysterious about the outbreak on the cables 'Atholl,' judging from the cables I have received from the ship and my agents. 'It appears that during the cruise a certain number of passengers made a side trip or private trip ashore. I understand it was to the Victoria Falls and the National Park in the Transvaal and to other beauty spots in East Africa. There they appeared to have contracted an illness, probably from some swampy air. The illness did not develop until the ship was at sea again, and ten people fell victims, four of whom died. 'At the first port of call a bacteriological expert was called in, and an examination was made of the water. They were satisfied that there was no infection. Apparently the illness was in the nature of malarial fever. 'I have given instructions for Captain Latta, of the 'Duchess of Atholl,' to make a clean statement to the Press, so that the public shall be thoroughly informed. There is no mystery whatever.'"

RECENT LAUNCH

DE SCHELDE ROYLE SHIP-BUILDING COMPANY

Poelau Bras.—On April 13 the cargo and passenger motorship "Poelau Bras" was launched for the Netherlands Steamship Co., Amsterdam, by De Schelde Royal Shipbuilding Co., Flushing.

Built to plans and under special supervision of the owners' technical staff to the highest class of Lloyd's Register, and requirements of the Netherlands Shipping Act, with Oortz patent engine, the "Poelau Bras" is of 515ft. 8in. overall length, 400ft. length between perpendiculars, 61ft. breadth, and 38ft. 9in. depth, with deadweight capacity of about 10,800 tons on summer loadline. The upper 'tween deck is arranged for the carriage of pilgrims, in addition to two spaces for special cargo, mail-room and explosives-room. Accommodation for 26 first-class passengers is provided. The ship is propelled by a two-stroke single Sulzer diesel engine, developing 7,640 shaft h.p. at 100 revolutions per minute, with either cylinders of 820 mm diameter, and 1,440 mm stroke. On the vacated berth the keel has been laid for the twin-screw passenger motor liner "Dempe," of 650ft. length, 70ft. breadth and 44ft. depth, for the Rotterdam Lloyd.

WARSHIPS HERE

The following are the warships in harbour—

Bahin—L15 and H.M.S. "Tamar."
Wall Dock—H.M.S. "Thracian," and "Seely."
In Dock—H.M.S. "Bruce," "Somerset," and "Sirdar."
No. 6 Buoy—H.M.S. "Cornwall."
Foreign Men-of-War
U.S.S. "Guam."
French Sloop "Belline."
Chinese Gunboats "Kwang Yuen" and "Chu Tai."

SHIPPING SECTION.

SHIPBUILDING

NINE POINTS FOR CONSIDERATION

[By Maxwell Ballard, M.N.I.A.]

Many thinkers hold the view that the fear of unemployment is the basis of most modern evils. When analysed there is little doubt that it is very close to the truth, varying only in form from merchant prince to manual worker, and in the degree of their responsibilities. Each New Year throughout the long years of depression, 1921 to the present time, we have heard of the optimism of the shipbuilders, and each year we have been disappointed, visiting the sins of the optimist upon him.

Again a year-dawns, and we try to penetrate the future in a renewed hope for better times, and with the bitterness of the past in mind it is with all due caution that one expresses an optimism which has, however, for its basis a galaxy of facts. From these facts it is possible for each to gauge his own views, and perhaps a brief summary will not be unwelcome.

In the first place, it is necessary now to take a world view instead of the more provincial view which was predominant in the pre-war periods, and which regards the shipbuilding market and its raison d'être—trade. Then we had almost a world monopoly of shipbuilding, with a clientele that was conducive to complacency and trade conditions being very different to that of the present time. To-day the industry is a multi-national one, and international trade is limited by the restricted purchasing power resulting from the war, by protective tariffs of each nation, and by a host of other factors which space does not permit of dealing with here.

It is possible in this brief space only to summarise facts and to neglect figures. In any case, the latter deal only with past achievements. From 1919, which does not pretend to cover the whole field, however, the reader will be able to gauge their prospective effect himself.

Nine Points

1. There is evidence that the export of coal is again forging ahead. We have regained the South American markets from the U.S.A., and are progressing definitely in India. Australasia is showing a demand for our coal, whilst there are signs that the European markets have done their worst, and we are steadily picking up some, at least, of that which we lost through post-war and legislative conditions.

2. The steadily increasing population of the world creates a demand for more goods, and this is asserting its influence, due to the more easy international financial conditions.

3. The past year has witnessed a remarkable recovery in financial conditions of both France and Germany, the effect of which on Europe is being felt.

4. All the nations of Europe are setting definitely to work, and development in a greater degree than in any post-war year.

5. Shipping is going through the fire—from which our industry may be said to be emerging—and is replacing its inefficient units with modern economical vessels, and there is a long tale to be told and much building to be done before shipowners can view the situation with any ease. There is hardly a merchant line that could emerge unscathed to-day.

6. In shipbuilding the industry was never so efficient in its productivity ability. We are building better ships, we are able to build more quickly, and to offer an economic proposition hitherto unapproached—whilst, speaking relative to all the facts, we are building more cheaply.

7. In relation to foreign shipbuilding, the competition of which we felt so severely, our position has decidedly improved, and we are regaining some of our lost markets, not only in open competition, but in the recognition of the quality of our production, which is re-asserting itself, and bringing back old clients.

8. The artificial and uneconomic subsidising of building in foreign countries is causing much keener heart-burning therein, and is steadily drifting to the inevitable end of all uneconomically unsound schemes; and this must eventually react upon the British shipbuilding industry in its present state of eager efficiency.

9. Finally, age and wastage have taken their toll. Delay in replacement through bad trade, and postponement of the evil day, cannot now be long maintained. Face of a beginning of trade recovery, of which one seems to read the first signs.

Space permits no more; though it is only too apparent that the above long fringes the subject; but taking the long view, it does not seem to have reason for a tempered optimism.

For the present we can only rely upon the confidence of shipowners and in extra prospective orders, since a good deal of tonnage has recently been placed—"The Shipyard."

SHIPYARD WAGES

THE BOOM MYTH

The conference between the Shipbuilding Employers' Federation and the shipyard trades unions to discuss the application of the unions for an advance in wages of 5s. a week was fixed for May 9, in London.

Shipbuilders regard recent statements made in political and other quarters that the industry is exceptionally busy, and that the work in hand, as likely to give the public a distorted view of the position.

An authority on the employers' side said to a Press Association reporter: "So far from there being any boom, there is less tonnage under construction, and there are more men unemployed in the industry to-day than was the case a year ago. The latest available unemployment returns, published by the Ministry of Labour, recently show that the shipbuilding industry has still the highest percentage of unemployed in any of our basic industries."

SIGHTSEERS KEEN

TO SEE "A WONDER OF THE WORLD"

2,000-YEAR OLD SHIPS

A steady stream of motor-cars moves out of Rome every day bearing crowds of sightseers anxious to be among the first to set eyes, after an interval of almost twenty centuries, on what in Caligula's days were considered to be among the seven wonders of the world.

These are the Emperor's famous pleasure ships that once floated proudly on "Diana's Mirror," or the Lake of Nemi, as it is more prosaically called now-a-days.

They were sunk in the Lake of Nemi, from which water is now being pumped to recover the vessels.

One goes by car as far as Genzano, perched high up on the rim enclosing the lake, which occupies the crater of a volcano long since extinct.

From Genzano one proceeds to the edge of the lake down a precipitous country lane.

Near the lower end of the lane is a concrete platform which was originally built on the level of the water, but which now, owing to the drop in the water level, is some twenty feet above it. On the platform are four powerful electrically driven pumps, which every day draw an untold number of millions of cubic feet of water out of the lake, lowering it by about two inches.

At a little distance from the pumps an Italian flag rising out of the water marks the spot where the first visible portions of Caligula's ships may be seen.

Outline of Vessel
Through the clear water the faint outline of a ship may be seen. It lies at a sharp angle, its bow, which points inland, being many feet above the ground, which is towards the centre of the lake.

It is inclined on its left side. More of it would be visible but for the slime, sand, weeds and stones which cover it.

Another ship lies at a much greater depth, and though this vessel is not visible its position has been accurately located. It also will be left high and dry in the course of the next few months.

This is not the first time, in fact, that an effort has been made to refloat the ships of Caligula. Attempts have been made in all ages. Some were extremely crude.

Now that by Signor Mussolini's command the problem has been tackled in the only way that can produce results—namely, by emptying the lake and leaving the ships high and dry, the mystery is about to be dispelled. A few months more and human beings will again tread the planks that once felt the weight of Caligula's sandalled feet.

MARINERS WARNED

REMOVAL OF WRECK IN VICINITY OF WOOSUNG

Salvage operations for the removal of the wreck of the s.s. "Kangai," which lies sunk in the South Channel Entrance to the Yangtze River in a position from which Woosung Light-house bears, S. 83°deg. W., magnetic, distant 2.42 miles, will be commenced on or about June 1.

Mariners are requested to give the wreck as wide a berth as possible and to proceed dead slow when passing, in order to avoid risk to the divers and damage to the salvage plant.

Charts affected: Marine Department Charts Nos. 1, 2, and 7.

CONSIGNEES' NOTICE.

Consignees of cargo ex s.s. "Benrinas" are reminded to take delivery of their goods which will be subject to rent after June 1.

Working on the liner "Aquitania," in Southampton Docks, Alfred Collins (31), a stevedore, fell sixty feet on to some cargo, and had his skull fractured.

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SUN. 9th MON. 24th

FRI. 14th SUN. 30th

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JUNE.

WED. 5th FRI. 21st

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S.S. "CITY OF CAMBRIDGE" London, Rotterdam, Amsterdam & Hamburg10th July.

NEW YORK, BOSTON, & BALTIMOREAMERICAN & MANCHURIAN LINE

S.S. "CITY OF MOBILE"via Suez Canal15th June.

S.S. "CITY OF MANDALAY"via Suez Canal12th July.

S.S. "CITY OF BEDFORD"via Suez Canal9th August.

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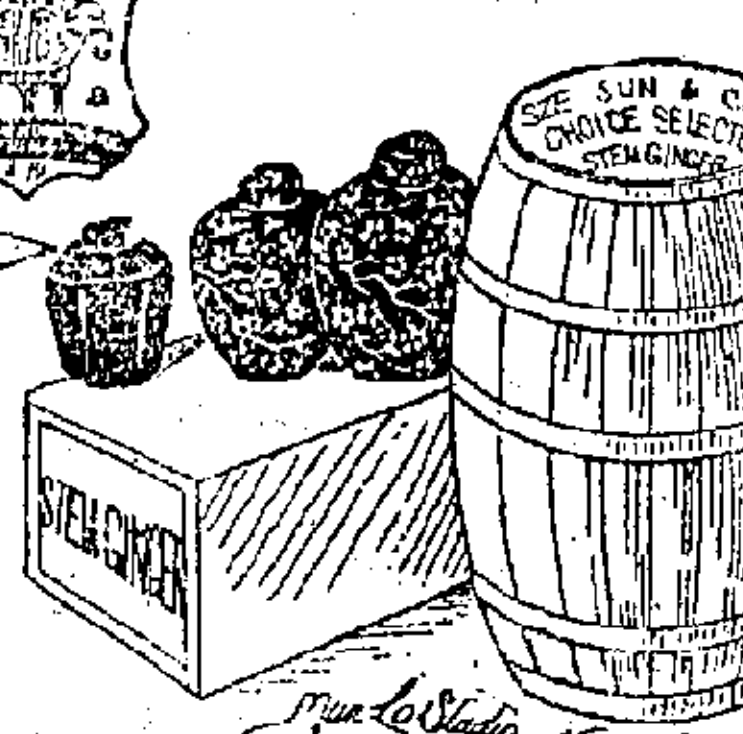
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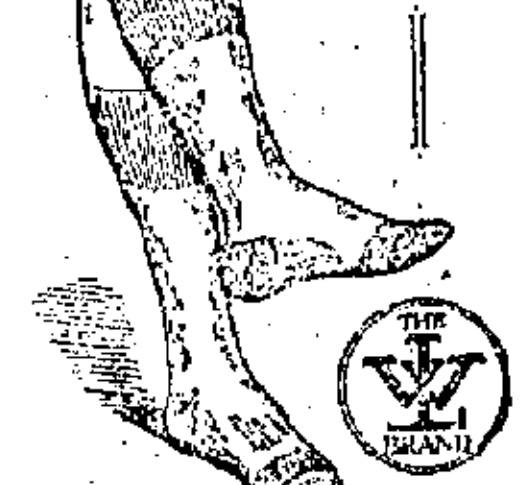
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Hong Kong, Thursday, May 30, 1929.

BRITAIN'S POLLING DAY

To-day all the excitement, all the hopes and anxieties of the past few weeks that have led up to the polling in connection with the General Election will find relief in the registering of votes. And to-morrow the result will be known in many of the constituencies. Even in ordinary circumstances the result of an event that is held only once in five years is exciting enough—and it is five years since the last General Election—but when such an event is made all the more absorbing and doubtful by the entrance into the fray of an enormously increased women's vote, naturally the excitement becomes more tense. There has been, we imagine, some speculation as to the probable result of the present election than of any election for many a year past, and it is likewise very doubtful if the chief opponents in this grim political struggle were ever before more highly organised or more vitally alert to take advantage of everything that might be in their favour than they are on the present occasion. The Labour Party, which, a decade ago, was practically non-existent as a serious opponent of the two century-old Parties—the Conservatives and the Liberals—is to-day at least as highly organised as either of these Parties. It was indeed their organisation that brought them into short-lived power in 1924, and not improbably it may be the primary cause of bringing about success to them in the present election. To-morrow we shall know.

Meanwhile, the result is still very much a matter for conjecture. True, "Lloyds," who, very properly, are generally regarded as being rather astute as prognosticators of such events—at any rate more astute than the average individual—has publicly declared in favour of a majority for the Conservatives. But one never can tell. At the present moment—on the eve of the poll—neither "Lloyds" nor even Lloyd George (with all his vaunted optimism and self-acclaimed "political strategy") can say for certain which of the Parties will head the poll. The element of uncertainty, much more in evidence on the present occasion than hitherto, is, of course, almost entirely owing to the enormous number of votes which are now, for the first time in the history of Great Britain, in the hands of women electors. How will they vote? That is the question; and it is one that will remain unanswered until the polling is declared.

Evidently the awaiting of the results is to be made in London and elsewhere at home quite a "gala night." Of itself, this shows the tremendous interest that is being taken in the election. It is not surprising that such should be the case, for never before have the electors been appealed to so directly en masse, thanks to the high state of efficiency now attained in wireless broadcasting. All the Party leaders seem certain of their own Party's success and the destruction of their opponents. Mr. Lloyd George, as the orator of the Liberals, and in spite of "Lloyds" prognostication, boldly announces at the last moment that "the Government is going to have the most tremendous smash that any Government in this country ever had." In imagination the "Welsh Wizard" doubtless sees himself once again the glory of his Party, the dictator of the House of Commons and the political hero of the country. Stranger things have happened, but at the present moment such an event is highly improbable.

The result of the poll is the best and only reliable indication of the electors' views and, until it is announced, what the Party leaders think of themselves or of their opponents is a matter of little moment. Prophecy is proverbially fatuous, and never more so than on the eve of the present election, the result of which is being eagerly awaited far beyond the confines of Home constituencies.

One case of small-pox (Sinhalese) was notified yesterday.

The forthcoming wedding is announced of Mr. Theobald H. Diehl, Mills manager of Manila, to Miss Helga Johnsen, also of Manila.

Charged with stealing a plate valued at four cents, from a Reclamation-street tea house, a Chinese was yesterday fined \$5 or eight days' jail at the Kowloon Court.

A Chinese was yesterday removed to the Government Civil Hospital suffering from severe injuries caused through a fall from a height of six feet whilst at work in the Taikoo Sugar Refinery.

An unfortunate accident to a Chinese passenger occurred yesterday, when the s.s. "Cremor" was passing North Point on her way to Swatow yesterday afternoon. He fell overboard, but was rescued by members of the crew of the "Kausing," which was at Taikoo Docks undergoing overhaul.

An unknown Chinese, aged about 30 years attempted to commit suicide at about 9.30, last night by jumping into the harbour from the Yaumati ferry launch "Man Cheung" whilst on a voyage from Yaumati to Hong Kong. The man was rescued by the crew of the steam launch "Hato Maru." He was removed to the Kowloon Hospital, where his condition is considered serious.

Unable to overcome his middle-aged nature, a Chinese yesterday tinkered with a motor car which was left unattended on the stand on the Praya, near the Star Ferry wharf. The car suddenly backed and toppled into the harbour, the Chinese jumping out just in time to avoid a wetting. Naturally, he immediately made himself scarce, and has not been traced. The car is a Ford coach, belonging to Mr. H. L. Decker of the Texas Oil Co. A salvage gang from Lane, Crawford's garage subsequently raised the machine.

ARMED ROBBERY

CHINESE FLAT IN WEST POINT RAIDED

HAUL OF MONEY & JEWELS

An armed robbery occurred at West Point this morning when five desperadoes got away with booty worth \$1,313.

The affair was reported to the Police at No. 7 Station by a Chinese married woman named Cheung Mo-sheung, living at No. 108, Des Voeux-road West.

She said that she was awakened at about 5.15 a.m. by a noise in the kitchen, and left her bed in the front cubicle to go out and investigate. As she reached the passage, she saw a man emerge from the kitchen. He had a revolver in his hand, and calmly walked to the staircase door which he opened and admitted four other men, also armed with revolvers.

Threat to Kill

When Cheung Mo-sheung asked what was the matter, she was told to keep quiet. The men threatened to kill her if she made a noise. She was then driven into her cubicle, where she was bound, hands and feet, with wire. One of the men then thrust a walnut into her mouth, whilst another tied a towel over it.

The woman was ordered to sit on the bed, where she was searched and relieved of \$5 in small coins. A blanket was thrown over her head. After this, she heard the men ransacking the flat. About 20 minutes later, as the place was quiet, the woman plucked up enough courage to remove the blanket from her head, and then she discovered that the intruders had already departed.

She eventually freed herself and when she took stock of her property she found that a leather suit case had been broken open and some money abstracted as well as two boxes containing jewellery to the value of \$1,313.

One Man Recognised

The woman told the Police that she recognised one of the five robbers as a man who had been to the house four days before with the supposed intention of renting a cubicle.

She was able to give a description of this man.

Apparently one of the robbers gained admission to the house by climbing to the roof and dropping into the kitchen through a trap door. He then admitted his accomplices through the staircase door, as related by the victim.

The deal had been completed, but just to satisfy his curiosity the aeroplane salesman permitted himself a question.

"If you're going to fly alone I don't see why you'll need two parachutes," he said.

"Why won't I?" testily demanded the opinionated purchaser. "What if one parachute should fail to open?"

CORRESPONDENCE

ADVICE TO CRITICS

(To the Editor of the "China Mail.")
Sir,—Surely the present water crisis should not be used as a means for either popularity or profit.

The time to discuss the frailties of the Government policy is after the rains have filled our reservoirs. Let us help the Government to overcome the present very serious position by not publishing or talking hot air that might be misunderstood by those who would do so on the slightest pretext.

Let us save up our ideas until after the crisis and then not forget to bring them forward.

I would like to sign my name, but I am one of the employed; so I enclose my card instead.

Yours, etc.,

B. D. V.

Hong Kong, May 30.

WATER AND HEALTH

(To the Editor of the "China Mail.")

Sir, "No water, no health" is right. Anyone who doubts it has only to pay a visit to Glenalee ravine to be convinced. All along this waterway at all hours of the day and night numerous Chinese may be seen doing their washing by the side of the trickling stream, whilst others even take their baths there in the evening.

Some unscrupulous "professional" water carriers, who are being paid good money to get water for houses in Caine-road and some of the lower streets, do not hesitate to fill their buckets with the water from the ravine. It is less trouble for them and they can make more money that way than by waiting their turns in queues at street fountains. There ought to be a Policeman to look into things at Glenalee, or before very long all sorts of sickness will break out.

Besides, the water in the ravine is not being allowed to run its proper course, but is dammed in with bricks, stones and even branches of trees, with the result that it isn't long before the water thus caught for washing purposes becomes stagnant. Stagnant water breeds mosquitoes.

This is summer time, and therefore malaria time, and if there is an outbreak of that sickness amongst people living in the vicinity of Glenalee ravine, the Sanitary Board might be surprised, but I won't!

Yours, etc.,

ANTI-ANOPHELES.

Hong Kong, May 30.

PROFITEERING IN WATER

(To the Editor of the "China Mail.")

Sir,—Kindly grant me space to draw the attention of the Government to the fact that the present water shortage, while it entails considerable hardship to the great majority of the community, is nevertheless a boon to others.

In certain districts a bucket of water costs twenty cents, and those who have it for sale are making a huge income. We daily see a long queue of persons, and their buckets wherever there is a street hydrant, but how many of your readers know, I wonder, that nearly half of the buckets in a single queue belong to the same person? That person, whoever he may be, does not want the water for himself. He supplies it to his clientele, thus enriching himself at the expense of those who are too poor to pay.

The present distribution of water is most unfair to say the least. I have known a case where a poor old Chinese woman waited for almost half a day and had to return without a single drop. It was impossible for her to fight against the wiles and trickery of professional water-carriers. These latter persons have several boys and girls in their employment. They would line twenty to thirty buckets along a street hydrant long before the opening time. These buckets are then left in charge of the little boys and girls, who probably get about two or three cents for their pains. These buckets will be filled in rotation of course, but it eventually goes back to the same person.

I suggest that the Government, in order to stop this method of profiteering, should issue tickets to every house-holder entitling them to two or three buckets of water a day. It is only in this way that the poor families are protected, and no matter how many buckets a professional water carrier may bring to a hydrant, he will not get more than his ticket as a house-holder will entitle him to.

I am, etc.,

SYSTEMATIC.

Hong Kong, May 30.

GIRL SLAVERY

(To the Editor of the "China Mail.")

Sir,—May I be permitted to utilise your columns for a further appeal on behalf of the Friendly League of Christian Service, the work of which is being carried on in Nathan-road, Kowloon?

We appeal to women to organise prayer circles in all the missionary societies and churches of denominations for the purpose of abolishing enforced slavery in China, which includes:—Mui Tsai, Ki Fu, domestic slaves, and women of evil repute.

The Government of Hong Kong is doing more to abolish slavery in China than we Christian men and women. What, though, is the Hong Kong Government doing more to abolish slavery against an invading army of 400,000,000 in China without the help of Christian men and women who can pray and give as well as preach.

The Friendly League of Christian Service is holding a conference at its headquarters in Kowloon to-morrow (Friday), at which it is hoped to organise a representative Committee of foreign and Chinese women to forward this long debated question of slavery in China.

Two years ago, when there was a political upheaval in South China and missionaries were called upon to evacuate, it became necessary to look out for fresh headquarters to carry on the work, these being eventually found in Kowloon—a commodious bungalow with ample grounds. To acquire the site however, would involve one million dollars. In the meantime, however, it can be rented at a reasonable figure, but repairs, have to be effected by the tenant and no lease can be secured.

The prominence given recently to the mui tsai problem in Hong Kong appears to afford the Friendly League for Christian Service an opportunity for doing useful work. These domestic slaves could be received at our headquarters, where they could be trained to do house work, laundry, needlework, knitting, and gardening, and so be fitted to find employment as domestic servants in homes. Employers of domestic servants could be assured of more faithful service than many of the class employed in the Colony to-day.

On the other hand, how are these mui tsai going to find their parents and their homes? They would never have been sold into slavery had their parents wanted them. We have institutions in Kwangsi and Kwangtung where these girls belong to. But owing to the war and the exorbitant price of rice how are they to find their parents and home now? They need some one to reach out a helping hand and lead them to a place of shelter and refuge, if they wish to leave their present places of abode. This likewise applies to other domestic slaves and women of the red light district, who could find a home and be taught to earn their livelihood in another way.

Funds have been promised for a Children's Home by a generous donor in America if one half can be made up by someone else. We are prepared, with foreign and Chinese workers to launch the Home on an industrial basis. A short hours school for women of the red light district and an evening class for domestics have been opened in Kowloon. For these women, many with helpless children, work has been found, and now we desire to launch out on a more permanent basis. Hence it is that we appeal not alone for the prayers of Christians, foreign and Chinese, but for funds to extend the work at our headquarters on the lines already indicated.

Yours, etc.,

OBSERVER.

Kowloon, May 29.

The big railroad terminal was crowded when a shabby individual approached a wicket and peered inquiringly at the young woman on duty behind it.

"Excuse me, miss," he apologised, "but do you represent the Travellers' Aid Society?"

"Yes," she replied.

"Den where's de freight yards, please?"

It was the noon hour in a business office, and the only occupants were a pretty girl clerk and a customer who was waiting for the return of the boss. He was a nosy individual, this customer, and had asked the girl all the intimate questions he could think of—who was her favourite boy friend, how much she made a week, if she didn't think it was a shame the way grafting was going on in the city government, and why she wore a pink hat with a blue dress. Finally he inquired idly:

"And what time do you go to lunch?"

"Oh, any time is all right," she replied brightly. "Whenever it's convenient for you."

"EN PASSANT"**War and Pestilence in China**

[By C. L. C.]

To-day there are no fewer than sixty millions of Chinese who are facing death from starvation. Their only hope for succour must necessarily come from the outside world.

China—the land which gave birth to this mass of suffering humanity—is too deeply plunged in the throes of party warfare to give even a passing thought to the problem. Millions of dollars are being expended on snivels of war, and for what purpose nobody seems to know. Yet the people of the famine area must perforce fend for themselves!

Surely a more anomalous state of affairs cannot be found in any other civilised country. But then queer things are done in Cathay!

Nanking's Indifference

The question therefore arises as to what the National Government has done for the relief of the famine districts and the sixty millions of people who are facing starvation and death as the result of drought, flood, locusts and disease. Practically nothing.

Nanking has so far shown an indifferent attitude and, instead of helping where help is most urgently needed, it amuses itself in party warfare, thereby causing more hardship to the people.

Already we are beginning to hear that in certain districts aid will now arrive too late. The stricken people are now entering that stage of the famine where those who have been on the verge of starvation since the meagre harvest are finally succumbing in great numbers.

Kansu is doomed. Thousands are dying daily in the streets. Cannibalism is resorted to and children dare not venture out of doors for fear of being eaten. And yet what is Nanking doing to meet this terrible situation? The world has a right to know.

Is Chiang Kai-shek a Patriot?

Nanking has done and is still doing practically nothing to alleviate the sufferings of these people.

The leaders seem to have no time to go into the problem and the interest provided by the political fiasco and warfare is too enthralling for their attention to be diverted to other channels.

If Chiang Kai-shek is the patriot, the strong man, and the saviour of China, as he has been acclaimed by some to be, now is the golden opportunity for him to show his worth.

Let personal desires, self-aggrandisement, hate and jealousy be subordinated by the altruistic desire to work for the common weal—the weal of the people and the country.

Chiang Kai-shek can do all this, figuratively speaking, with one stroke of the pen. All he has to do is to call off the war and concentrate on the work of rehabilitation. In this good work he will have the whole-hearted support of the country. The people of China are tired of warfare and Chiang Kai-shek is only lying in the teeth of public opinion by ever and anon renewing strife and turmoil in China.

The "Maskee" Spirit

Unfortunately rehabilitation is not yet to be. Chiang Kai-shek must fight and the people must suffer.

Furthermore, the leaders of China are imbued with a spirit of "maskee-ism." They can well "maskee" the sufferings of the people, knowing quite well that certain foreigners will sooner or later come forward with money and personal labour to help the sufferers.

As in the great famine of 1920-21 the problem of relief work and the money in connection therewith all came from the American Red Cross. Even now a contingent of workers are on their way to the famine area from America. They are bringing the money, too, so why should the National Government worry itself?

One, therefore, cannot help pointing out to the National Government that it is its bounden duty to shoulder responsibility and to see that both money and transport are provided at the earliest possible moment. The events in the North-Centre and in the two Kwangs must not be allowed to overshadow the pressing needs of no fewer than sixty million souls. In any event the public should be made aware of what is being done.

The precedent of active relief set by the late Manchou Government is one which Nationalist China may follow with credit to itself.

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Sparkling Ginger Ale, Tonic Water, etc., made equally easily.

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WATER PROBLEM**CHINESE REPRESENTATIONS TO GOVERNMENT****OPINIONS EXPRESSED**

A large number of prominent Chinese residents met yesterday at the Tung Wah Hospital to discuss means and ways of easing the prevailing hardship occasioned by the water shortage.

It was decided that the Chinese unofficial members of the Legislative Council should urge the Government to take steps to transport more water, with the aid of water junks and other vessels, from other places to Hong Kong.

The Hon. Dr. R. H. Kotewall said that what was urgently needed was the erection of more water tanks and that these tanks should be available to the public the whole day long and the greater part of the night. He said that he understood from the authorities that three additional tanks would shortly be established in Wanchai, one more in the Central district and one at Kennedy Town.

Seven Hours Insufficient

Dr. Kotewall said that the Government should be asked to increase the time period when these tanks will be opened to the public. The present allowance of seven hours a day was inadequate. He was also of the opinion that the Government should assume the responsibility to see that more water is conveyed by vessels to fill these tanks, and also to bear the expenses incurred in connection therewith.

Mr. M. K. Lo and Mr. Li Yick-mui concurred, and it was decided that due representations should be made to the Government accordingly.

The Hon. Dr. S. W. Tso said that as 75 per cent. of the water consumed by the Chinese was for washing purposes, it was therefore obvious that if more water were brought into the Colony for that purpose, the famine would be solved to a very large extent.

WATER "POACHING"**Short-Lived Scramble With Buckets**

Chinese living in On Lan-street last night engaged in a midnight game of water poaching. The water was turned on to enable the Fire Brigade to cope with a small outbreak of fire in a house in Jervois-street. The On Lan-street fountain was on the same main, and when someone discovered that the fountain was functioning, he passed the word round to his neighbours.

The opportunity was too good to be missed and, within a short space of time, there was a small queue with dozens of buckets eager to fill them with the "precious fluid."

Like all good things, the flow did not last long, however. The Jervois-street fire was quickly extinguished and within a few minutes the main was again turned off, with the result that many of the On Lan-street water poachers had to return to their beds disappointed.

gan questioning the woman and writing down the answers. The third accused (the electrician) returned to the flat, and Gifford and the second accused scolded him for installing the fittings.

Eventually Gifford told the woman that he would have to prosecute her and, in her presence, told the second accused that he would be dismissed from service. The third accused then took the woman aside and told her that, as she had got him into trouble, it would be to her advantage to settle the matter by giving several tens of dollars.

A Bolt—and a Chase

To this the woman replied that she would settle the matter in the Police Station. On seeing that he had caught a Tartar in the person of the woman, the third accused lost heart and made a bolt for it. Gifford and the other Chinese (who had been waiting on the staircase landing) joined in the run.

A Trump Card

Chase was given by the woman's son, and both Chinese were intercepted by a Police sergeant. It was then Gifford played his trump card. He coolly walked up to the sergeant and told him to arrest the Chinese.

The pursuer came up in the meantime and as a result, all parties were taken to the Police station. In the charge room, the Inspector, before he had time to obtain the facts of the case, saw Gifford, but not knowing that he was implicated, ordered him to get out.

Gifford at once made himself scarce. After he had left, it dawned upon the Inspector that Gifford was involved, with the result that he was subsequently arrested.

The case was adjourned.

Thirty buns and a collecting box were stolen from Lingfield mission room, which had been prepared for a mothers' meeting.

ROUND THE CINEMAS**EXQUISITE SCENES IN BRITISH FILM****"THREE PASSIONS"**

Alice Terry and Ivan Petrovitch are co-stars in Rex Ingram's latest picture, which comes to the Queen's Theatre to-day. It is the third picture in which they have played under Ingram's direction.

Founded on the novel by Cosmo Hamilton, "The Three Passions" is the first enterprise of the new British company, St. George's Production, Ltd., of which Capt. Alastair Mackintosh is the managing director. St. George's is thought to have made a splendid start in production by capturing Ingram when so many were anxious to have his first story of British life.

British scenes in "The Three Passions" have as backgrounds the famous Balliol College at Oxford University, the Armstrong engineering works at Newcastle, and London in its most fashionable "West End" and "East End" aspects.

Interiors made at Ingram's studio at Nice include sets representing a huge shipyard, a millionaire's mansion in Park Lane, London, and an ultra-modern restaurant also in London.

Money, religion, and love are "The Three Passions" which, clashing in the surroundings of modern London, provide Rex Ingram with the motif for this latest film.

Shayle Gardner, well known on the British stage and screen; Claire Eames, famous as a Shakespearean actress, Andrews Engelman, the Russian actor who made a name in "Mare Nostrum," and Leslie Faber, well known both in London and New York theatres, are leading members of the strong cast of "The Three Passions," which will be shown at the Queen's until Saturday.

"WHITE SHADOW"**A Picture Made in the Tropics**

Thrilling adventure and exotic romance feature the new Metro-Goldwyn-Mayer production, "White Shadows in the South Seas," which will be shown at the Queen's Theatre from Sunday to Wednesday.

The plot is built on the regeneration of a doctor, who, after having sunk to the level of a beachcomber, pulls himself together to avenge a wronged child, and as a result of his chivalry is lured on board a plague ship, lashed to the mast, and set adrift. The ship wrecks on the reef of a tropical paradise where, after a series of thrilling and romantic adventures, he is adopted by a native tribe and wins the love of the most beautiful girl on the island. What happens when pearls are discovered on the island, his fight for civilisation, and his love for the native girl forms a story of intense dramatic appeal.

Monte Blue plays the role of the doctor. Opposite him is Raquel Torres, one of the new sensational dramatic "finds" of the season. Robert Anderson is also in the cast. A large group of native islanders supply the authentic

THE ROMANTIC SENSATION*— actually filmed in the South Seas!***WHITE SHADOWS****IN THE SOUTH SEAS****SUNDAY AT THE QUEEN'S****KAYSER'S****FAMOUS SILK STOCKINGS**

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ALL FASHIONABLE SHADES AND SIZES.

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NEW ADVERTISEMENTS.**BANK HOLIDAYS**

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 3rd June (His Majesty The King's Birthday).
Hong Kong, 28th May, 1929.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 4th June, 1929, commencing at 11 a.m., at No. 231, Nathan Road, Kowloon (2nd Floor).

A Quantity of
VALUABLE HOUSEHOLD FURNITURE.

(Particulars as per catalogue). On View from Monday, the 3rd June, 1929.

Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.
Hong Kong, 30th May, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 4th June, 1929, commencing at 2.30 p.m., at No. 38, Rose Terrace, Ground Floor, Nathan Road, Kowloon.

A VALUABLE COLLECTION OF
CURIOS.

Comprising:—
Celadon Vases, Bowls, Plates, Powder Blue Vase, Old Bronze Ware, Jade and Crystal Ornaments, Ivory, Wood and Bamboo Carvings, Old Chinese Paintings, Table Screen, Old Embroideries, Peking Rags, etc., etc.

Also
Large Quantity of
Blackwood Ware.

Catalogues will be issued.
Terms:—Cash on Delivery.
On View from Saturday, the 1st June, 1929.

LAMBERT BROS., Auctioneers.
Hong Kong, 30th May, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, the 5th June, 1929, commencing at 11 a.m., at No. 14, Knutsford Terrace, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE

ALSO
One Victrola and Records.

On View from Tuesday, the 4th June, 1929.

Catalogues will be issued.
Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.
Hong Kong, 30th May, 1929.

and picturesque atmosphere. The company, under the direction of W. S. Van Dyke spent five months in filming the scenes on the island of Tahiti.
The picture is said to have broken all cinema records, including "Ben Hur" and "The Big Parade," in New York, where it was recently shown.

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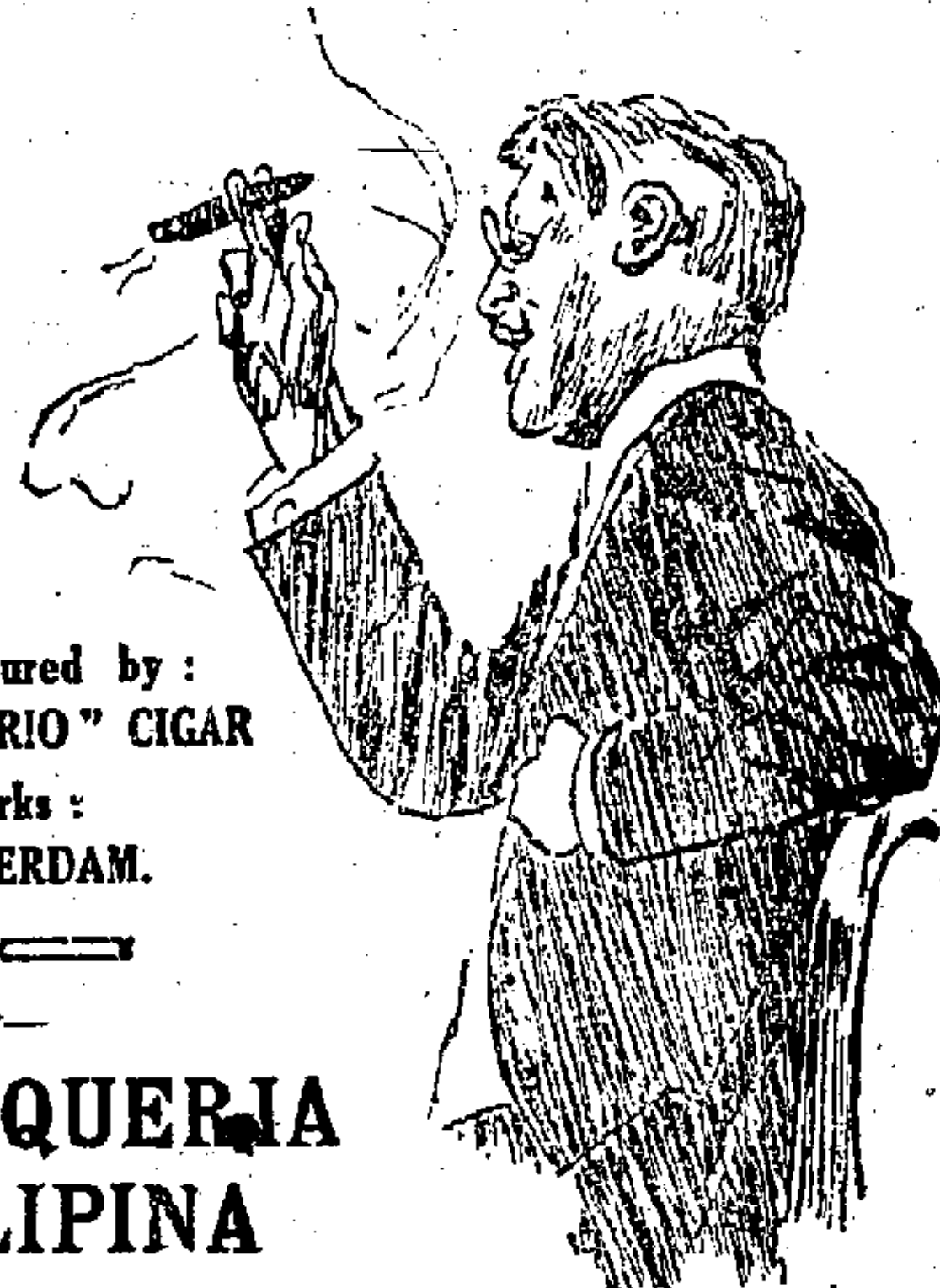
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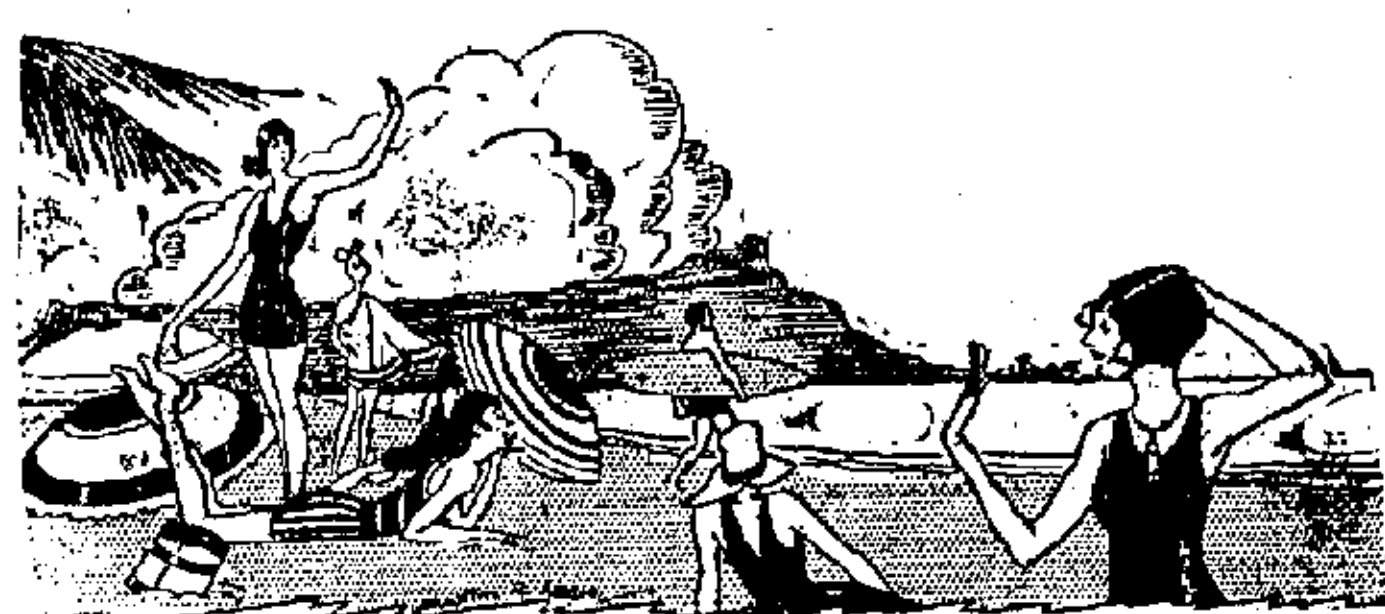
Bonzo

Just wait till you see me do my stuff. I'm good and I'll admit it! I'm going to hand you more laughs than you ever had in all your life. Just watch for my first appearance in the

SUNDAY HERALD

on June 2nd.

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STATE FUNERAL

DIPLOMATS ARRIVE AT NANKING

ENTERTAINMENT PUT OFF

Nanking, Yesterday.
The special train carrying foreign representatives from Peking arrived at Pukow this morning, and the diplomats crossed the river on a Chinese gunboat.

Sir Miles Lampson (British Minister) and Mr. K. Yoshizawa (Japanese Minister) arrived by sea this morning from Shanghai.

There will not be any entertainments for the foreign guests until after the State Burial.

Mrs. Sun Yat-sen is staying in a specially built house near the Sun Yat-sen mausoleum.

May 30 Echo

The Japanese and Italian Ministers are not presenting their credentials to Marshal Chiang Kai-shek to-morrow, as arranged, nor will the projected visit by the diplomats to Dr. C. T. Wang (the Foreign Minister) to-morrow take place.

It is understood that these changes are due to opposition in certain quarters, owing to to-morrow being the anniversary of the May 30 incident at Shanghai. Reuter.

Arrangements have been made between Fuhian University, Shanghai, and Harvard University, U.S.A., whereby professors will be exchanged. The first exchange will probably take place about the end of this year when one of the Fuhian professors will leave for Harvard to teach Chinese and an American professor will take up the chair in English at Fuhian University.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

| | |
|---------------------------------|--------------|
| On London— | 1/11 |
| Bank, wire | 1/11 1/16 |
| Bank, on demand | 1/11 1/16 |
| Bank, 30 days' sight | 1/11 1/16 |
| Bank, 4 months' sight | 1/11 1/16 |
| Credits, 4 months' sight | 2/- |
| Documentary 4 months' sight | 2/- 1/2 |
| On Paris— | 1192 1/2 |
| On demand | 1192 1/2 |
| Credits, 4 months' sight | 1207 1/2 |
| On Berlin— | — |
| On demand | — |
| On New York— | — |
| On demand | 46% |
| Credits, 60 days' sight | 48% |
| On Bombay— | — |
| Wire | 123 1/2 |
| On demand | 123 1/2 |
| On Calcutta— | — |
| Wire | 123 1/2 |
| On demand | 123 1/2 |
| On Singapore— | — |
| On demand | 82% |
| On Manila— | — |
| On demand | 93% |
| On Shanghai— | — |
| On demand | 80% |
| 80 days' sight (private paper) | — |
| On Yokohama— | — |
| On demand | 104% |
| Gold Leaf, 100 fine (per tael) | — |
| Sovereigns (Bank's buying rate) | 10.05 |
| Silver (per oz.) | 24% |
| Bar Silver in Hong Kong | — |
| Copper Cash | 3% Prem. |
| Chinese Copper Cents | 6% Prem. |
| Rate of Native Interest | 7% p.a. |
| Chinese Sub. Coin | 30 1/2% dis. |
| Hong Kong Sub. Coin Par. | — |

LONDON EXCHANGES

| | |
|----------------------------|-----------|
| London, Yesterday. | |
| Paris | 124.05 |
| New York | 4.85 |
| Brussels | 34.905 |
| Geneva | 25.195 |
| Amsterdam | 12.065 |
| Milan | 92.65 |
| Berlin | 20.35 |
| Stockholm | 18.135 |
| Copenhagen | 18.20 |
| Oslo | 18.20 |
| Vienna | 34.64 |
| Prague | 163.34 |
| Helsingfors | 192.74 |
| Madrid | 34.375 |
| Lisbon | 108 1/2 |
| Athens | 375 |
| Bucharest | 818 |
| Rio | 5 57/64 |
| Buenos Aires | 47 7/32 |
| Bombay | 1/5 1/2 |
| Shanghai | 2/4 3/4 |
| Hong Kong | 1/11 |
| Yokohama | 1/10 1/32 |
| Silver Spot & Forward | 24% |
| —British Wireless Service. | |

HONG KONG STOCK EXCHANGE

| | |
|----------------------------------|---------------------|
| T.T. on London | 1/11 |
| T.T. on Shanghai | \$81 1/4 |
| Banks | |
| H.K. Banks \$1250 b 1255/1260 sa | |
| H.K. London Reg. | £132 n |
| Chartered Bank | £19 1/2 b |
| Mercantile A. & B. | £33 n |
| Mercantile C. | £15 1/4 n |
| P. & O. Bank | £9 1/4 n |
| Bank of East Asia | \$90 1/2 n |
| Insurances | |
| Canton Ins. | \$655 |
| Union Insurance | \$340 s |
| North China Insurance | \$160 b |
| Yangtze Insurance | \$350 n |
| China Underwriters | \$2.10 s |
| China Fire Insurance | \$285 b |
| H.K. Fire Insurance | \$775 n |
| Shipping | |
| Douglases | \$33 s |
| H.K. Steamships | \$25 s |
| H.K. Tugs & Lighters | \$2.60 s |
| Indo-China (Prof.) | \$43 b |
| Indo-China (Def.) | \$70 n |
| Shell Transports | \$97/- n |
| Shell Transports (new) | \$22 n |
| Union Water-Boats | \$22 n |
| Mining | |
| Benguets | \$23 1/2 b |
| Kailan Mining Ad. | \$3/9 n |
| Langkats (comb.) | \$14 n |
| Langkats (singles) | \$7 1/2 n |
| Shanghai Explorations | \$24 s |
| Shanghai Loans | \$4 1/2 s |
| Raub's | \$6 1/4 n |
| Tronoh Mines | \$17/6 n |
| Docks, Wharves, Godowns, &c. | |
| H.K. & K. Wharves | \$123 1/4 b |
| | \$123/124 sa |
| H.K. & W. Docks | \$36 n |
| China Providents | \$4 b 4 1/4 s |
| Hongkew's | \$178 n |
| New Engineers | \$5.85 b |
| Shanghai Docks | \$125 n |
| Cotton Mills | |
| Ewo Cottons | \$12.40 b |
| Oriental Cottons | \$2 b 2.10 s |
| Shai Cottons (old) | \$166 1/2 b x d |
| Shai Cottons (new) | \$180 n x d |
| Lands, Hotels & Buildings | |
| H.K. & S. Hotels | \$8.60 b 8.80 s |
| H.K. Lands | \$62 1/2 b |
| Shanghai Lands | \$140 b |
| Humphreys' Estates | \$14 s |
| H.K. Realities | \$9.35 s |
| H.K. Territorials | — |
| Prince's Buildings | — |
| Public Utilities | |
| H.K. Tramways | \$18 1/4 b |
| Peak Trams (old) | \$123 1/2 b |
| Peak Trams (new) | \$6.55 n |
| Star Ferries | \$66 1/4 n |
| China Lights (comb.) | \$13 1/2 b 13.50 sa |
| China Lights (old) | \$13 1/2 b 13.50 sa |
| | \$13 s x rights |
| | \$18 n rights |
| China Lights (new) | — |
| China Lights 1928 issue | — |
| H.K. Electric (old) | \$56 1/4 s |
| H.K. Electric (new) | — |
| Macao Electric | \$26 1/2 n |
| H.K. Telephones | \$7 b |
| China Buses | \$14 1/2 b |
| Singapore Traction | \$11/6 b |
| Singapore Pref. | \$16/6 b |
| Sandakan Lts. | \$2 1/2 s |
| Industrials | |
| China Sugars | \$80 b |
| Malabon Sugars | \$27 n |
| Canton Ice | \$1.80 b |
| Cements (comb.) | \$8.30 s |
| Cements (old) | \$7 1/2 n |
| Cements (new) | \$1.40 n |
| H.K. Ropes (old) | \$7 s |
| H.K. Ropes (new) | — |
| United Asbestos | \$5 b |
| Stores, &c. | |
| Dairy Farms | \$19 1/4 b |
| Watsons | \$12 b |
| Der A. Wings | \$8 cts. b |
| Lane, Crawfords | \$42 s |
| Mackintoshes | \$18 b |
| Sinceres | \$11.80 b |
| Wm. Powells | \$3.65 s |
| Miscellaneous | |
| H.K. Amusements | \$29 1/4 b 29 1/2 s |
| H.K. Constructions | \$1 1/2 s |
| B. Ind. G.S. Bonds | 67% n |
| H.K. Govt. Loans | 64 1/2 b Prem. |

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with PICTURES of all local events
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CHINA NEWS, LOCAL NEWS
and all the NEWS.

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the trouble of writing Home.

Once again the water problem is acute in the Colony, with the result that still more drastic restrictions have been enforced, limiting the supply from the rider mains to only seven hours a day.

The subject formed the basis of an interesting discussion, at the fortnightly meeting of the Sanitary Board, a full report of which and of other developments in connection with the water famine, will be found in the "Overland China Mail."

There has been a lull in the war between the two Kwangs, but Canton is confident that the Kwangsi invaders have been staved off for good, and advices have been sent to the North not to send any more non-Cantonese reinforcements. As, however, the flames may once again be fanned into activity what has gone before should be carefully studied through the columns of the "Overland China Mail."

Harbin has furnished a sensation by a Chinese raid on the Soviet Consulate, where, it is claimed, evidence has been found of the "Christian General's" flirtation with Moscow.

Universal interest has been taken in the funeral of Dr. Sun Yat-sen, the "Father" of the Republic of China. Graphic descriptions of the ceremonies will be found in the "Overland China Mail."

In addition the "Overland China Mail," which contains a four-page, coloured supplement with views of local scenes and events and photographs of local people, furnishes the latest local social, commercial and sporting news—just the thing that friends overseas need to keep in touch with all that matters in the Colony.

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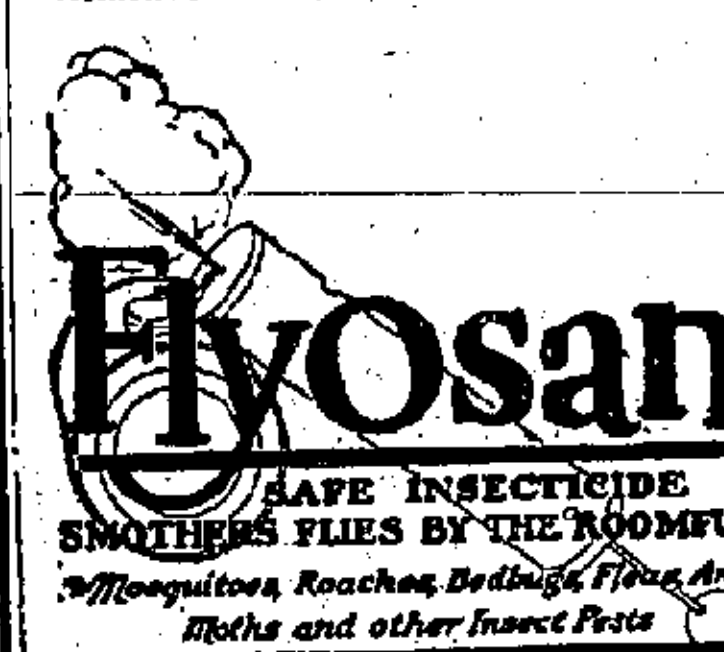
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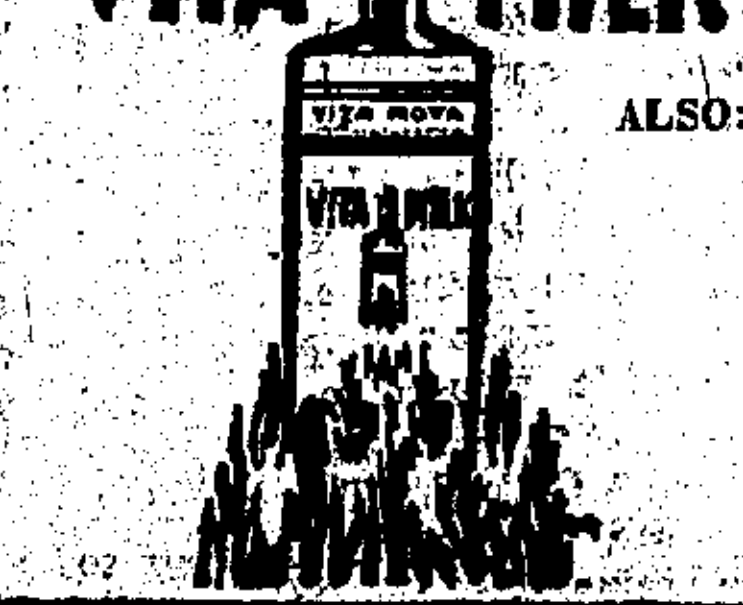
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"CALAMITY JANE"

BOBBY JONES LOSES HIS FAMOUS PUTTER

CLUBS STOLEN FROM CAR

New York, Yesterday. Bobby Jones's famous putter known as "Calamity Jane" will not be so facetiously named as it, together with the rest of his golf clubs, including a pet driver, was stolen from a motor-car last night. The thieves, it should be noted, did not touch other clubs in the same car belonging to other golfers.

Bobby Jones is not competing in the British amateur golf championship on June 10.—Reuter's American Service.

[Note: Bobby Jones has won the leading honours of the golf world on both sides of the Atlantic and "Calamity Jane" has come to his aid many a time.]

MUSIC RESULTS

TRINITY COLLEGE LOCAL EXAMINATION

LIST OF PASSES

The Trinity College of Music local examination was held on May 24, 25, 27 and 28, and the results achieved by the successful candidates are given below. Where not otherwise stated the examinations are for pianoforte. The examiner was Mr. Albert Mallinson, F.T.C.L. The total of marks required for a pass certificate is 60 per cent. and for a certificate of honour 80 per cent.

HIGHER LOCAL

Honours
Kit Ngan Tsao 82
Daisy Ma 80

Pass
Woh Ping Loh 77
Lillian Chenallo 67
Oi Chee Choy 64

SENIOR

Honours
Caroline Braga 89
Maria Roblis 87
Frances Lau 81
Gladys Lamb (Singing) 81

Pass
Anita Silice 77
Fuki Inouye 74
Benedicta Xavier 71
James Choa 68

INTERMEDIATE

Honours
Winifred Robinson (Singing) 83
Sister Christina Rozario 80
Yuet Lan Wong 80

Pass
Lu Poon Kwan 76
Lily Shearer 74
Jeanne Jeannille 73
Olga Azedo 73
James Choa (Organ) 73
Gladys Grimmit 66
Doris Lee 65

JUNIOR

Honours
Albert E. Guterres (Violin) 86
May Chan 82

Pass
Gertrude McNeillie 74
Maria Gomes (Violin) 74
Isabel Pestonji 74
Lena Silva-Netto 74
Bernard Bickford 73
Ruth Ling 73
Doris Lee 72
Joan Smith 71
Cissie Botelho 71
Olga Ribeiro 70
Beatrice Rose Cullen 69
Helena Pinheiro 68
Sheila Hare 67
Annie Lee 64
Virginia Foo 62

PREPARATORY

Honours
Grace Swan 85
Agnes Laing 83
Caroline Mary Harding 82
Eileen D'Arcy 82
Mary Braga 80
Avelina Gesano (Violin) 80

PREPARATORY

Pass
Mary Albert 78
Olive Martha Redwood (Violin) 74
Clement Leong 74
Audrey Joan Bates 72
Louis Arthur Read (Violin) 72
Winifred Smith 72
Eileen Calvert 70
Alice Mogra 69
Doris Ellen Booker 68
Kathleen Chester 63

FIRST STEPS

(No honours in this grade)
Pass
Jean Stewart 90
Violet Bradbury 88
Margaret A. Eccleshall 87
Betty Bone 87
Hester Heath 86
Beatrice Pestonji 85
Jean A. Bryson 84
Pearl Buchanan 82
Barbara K. Redwood 80
Alice Dedear 77
Daisy Woo 74
Cedric Satter 72

Mr. Albert Mallinson desires to thank Mrs. Bowes-Smith, Mrs. Simpson, Mrs. Younghusband, and the Rev. Father Riganti for kindly being present at the City Hall and the University.

Appropos of a protest by the Chinese authorities in connection with the construction of a new building in St. John's University compound, the American Consul-General has written to the Commissioner of Foreign Affairs stating that, pending a settlement of the S.M.C. road extensions question, foreigners erecting buildings in such roads need not apply to the Greater Shanghai authorities for building permits.

GENERAL ELECTION

(Continued from Page 1.)

The Conservatives had a clear majority of 223 over the Labourites and Liberals combined.

Conservatives are now anticipating a clear majority of 52 over the Labourites and Liberals and admit that they expect a loss of a considerable number of seats.

At the last election many Liberals voted for Conservatives as a result of the Zinovieff letter, with the object of defeating the Labourites, and a large proportion of these Liberal votes are now expected to go back to the Liberal Party.—British Wireless Service.

WAR DEBTS

France Replies to Mr. Snowden

Paris, Yesterday. Replying to the recent allegation of Mr. Snowden, that France had not been paying her war debts to Great Britain, the Ministry of Finance states that although the Churchill-Caillaux Agreement had not yet been ratified, the annual payments therein provided had been regularly paid since 1926 and, since 1919, France had paid to Great Britain about 127 millions sterling in virtue of various agreements.—Reuter.

IF LABOUR RULES

Lord Birkenhead's Outspoken Views

Writing in the "Sunday Chronicle," the Earl of Birkenhead asks what will happen if a Labour Government is returned at the General Election. He says:

"If I read Mr. Ramsay MacDonald aright he would rather sacrifice his own career than see the interests of Britain or the Empire—as he understands them—betrayed. But he must be surrounded, in spite of his recent pledges, by many men, some of whom must become members of his Cabinet, over whom his control is partial and incomplete."

"It has even been rumoured that Mr. Thomas could be persuaded, if the necessity arose, that the sceptre might usefully be placed in his own very willing hands. He would be a very interesting Prime Minister. I could think of many worse."

"Of the older men of the party, Mr. Henderson and Mr. Clynes are, so to speak, the Aunt Ellens of an old-fashioned comedy, who turn up whenever they are wanted, make old-fashioned remarks, and can always be relied upon to exercise the duties of Victorian chaperone. And after all, in that party there is much to chaperone."

Professor Ch'ng Sung Yu, Ph. D., F.R.A.S., Professor of Astrophysics, University of Amoy, stopped in Alor Star to see the Eclipse on his way to Java to attend a Conference.

His Highness the Rajah of Sarawak arrived in Singapore from Japan on the Dollar liner "President van Buren."



Exposes Her "Hubby."—Miss Elfrida Emma Haward, who "married" Colonel Barker, the woman who fooled all London as a man for six years, gave her version of their "married life" at the trial of Barker for perjury before a London court.

DANGEROUS GOODS

KEROSENE INFRINGEMENT ON HARBOUR

BOAT-FOLK FINED \$25

Fines of \$25 each were imposed by the Marine Magistrate (Comdr. J. B. Newell, D.S.O., R.N.) this morning as the result of contraventions by boat-folk in the harbour.

A seaman on a trading junk and the mistress of a cargo boat pleaded "not guilty" when charged together with transshipping kerosene from one craft to another, near Holt's Wharf, which is outside the dangerous goods anchorage. The steersman of a trading boat, who pleaded "guilty," was charged with not giving correct particulars; in other words, he failed to declare kerosene as part of his cargo. All three were fined.

The mistress of a passenger boat was fined \$10 for a breach of a condition of her licence, namely, carrying vegetables when she is forbidden to carry any cargo.

The rather unusual sum of \$6.25 (being, possibly, double the normal licence plus a fee) was the fine imposed on the master of an unlicensed boat from Shanhei.

LUCKY DRIVER

SEQUEL TO DEATH OF A WOMAN

BRAKES BREAK DOWN

"I understand it is a case in which a woman was killed."

Thus Mr. T. S. Whyte-Smith, Magistrate, addressed a Chinese, described as a driver of a motor truck, who appeared at the Kowloon Court this morning in answer to a charge of driving with inefficient brakes.

The truck at the time was transporting a heavy load, and when it was later examined by Inspector Mason, the foot brake was found to have been terribly "burnt out."

His Worship said that he understood the only reason why accused had not been charged with manslaughter was because the truck had been examined only 11 days previous to the accident, and the brakes were then found to be efficient.

Inspector Mason produced the brake in Court and explained that the lining on one side was very worn, which made it impossible for accused to pull it in time to avoid the accident.

Accused said that he had transported a load from Un-long (New Territories) and when he left that place the brakes were efficient. However, when coasting down the hill near Lai-chikok Prison he found that the brake did not answer very well.

The Magistrate inquired of the prosecution whether the heavy load accused was carrying at the time had anything to do with the accident, even assuming that the brakes were in good working order?

Inspector Mason replied that he thought that the rotten brakes were the principal cause of the accident.

Addressing accused, His Worship said that he must in future keep a watch on his brakes and always have them up to the required standard. Had it not been for the fact that his brakes had been examined 11 days before the accident and passed by the Police as efficient, he might have got into serious trouble.

A fine of \$25 was imposed.

Two visitors to a public park had spent a perfect day littering the grounds with newspapers, scraps of food and other odds and ends, but still something seemed to be lacking. Suddenly one was struck by an inspiration.

"I don't see any 'Keep off the Grass' signs, do you?" he asked. "Sure," the other answered. "There's one over there."

"That's fine—let's go over. They make swell back rests."

Prizes are to be offered for the best kept stations on the London and North-Eastern Railway.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre; "The Three Passions."
To-day—World Theatre; "Recky."
To-day—Star Theatre; "The Divine Woman."
To-day—Majestic Theatre; "Butlers."

Home Mails

To-morrow—Inward from Japan, Shanghai and Europe via Siberia ("Katori Maru"); Europe via Negapatam ("Quarrington Court").

Lammerts' Auctions

May 31—At Sales Room, Duddell-st., a collection of curios, 2.30 p.m.
May 31—At "Craigmin West" No. 606, the Peak (Magazine Gap) household furniture, etc., 10 a.m.

June 4—At 231, Nathan-rd., Kowloon (2nd floor) household furniture, etc., 11 a.m.

June 4—At 38, Rose Terrace, Nathan-rd., Kowloon, (ground floor) a collection of Curios, 2.30 p.m.

June 5—At 14, Knutsford-terrace, Kowloon, household furniture, etc., 11 a.m.

Meetings

June 7—Meeting of shareholders of the Peak Tramways Co., Hong Kong Hotel, 11 a.m.

June 19—Forty-eighth meeting of Indo-China Steam Navigation Co., Ltd., Messrs. Jardine's Offices, noon.

Miscellaneous

To-day—Dinner at Hong Kong Hotel to serving and ex-officers of the Royal Engineers, 8 p.m.

June 3—Heriotian's dinner at Hong Kong Hotel Roof Garden, 8 p.m.

Mr. Eric Price, the former Boy's Work Secretary of the Y.M.C.A., Singapore, has accepted the General Secretaryship of the Y.M.C.A. at Hastings, New Zealand.



Inquiry Suspended.—The action of Judge Francis A. Winslow, above, in resigning from the Federal bench in the face of grave charges in the New York inquiry into bankruptcy courts, will only temporarily suspend the Government's future action to eradicate these scandals.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

| Island. | Feet. |
|-------------------------|-------|
| Victoria Peak | 1823 |
| Signal Station | 1774 |
| Mt. Parker | 1734 |
| Mountain Lodge | 1725 |
| The Eyrie | 1725 |
| Peak Hotel | 1305 |
| Taikeo Sanatorium | 1000 |
| Mt. Davis | 877 |
| Bowen Road (filterbeds) | 237 |
| Mainland | Feet. |
| Taimoshan | 3124 |
| Kowloon Peak | 1971 |

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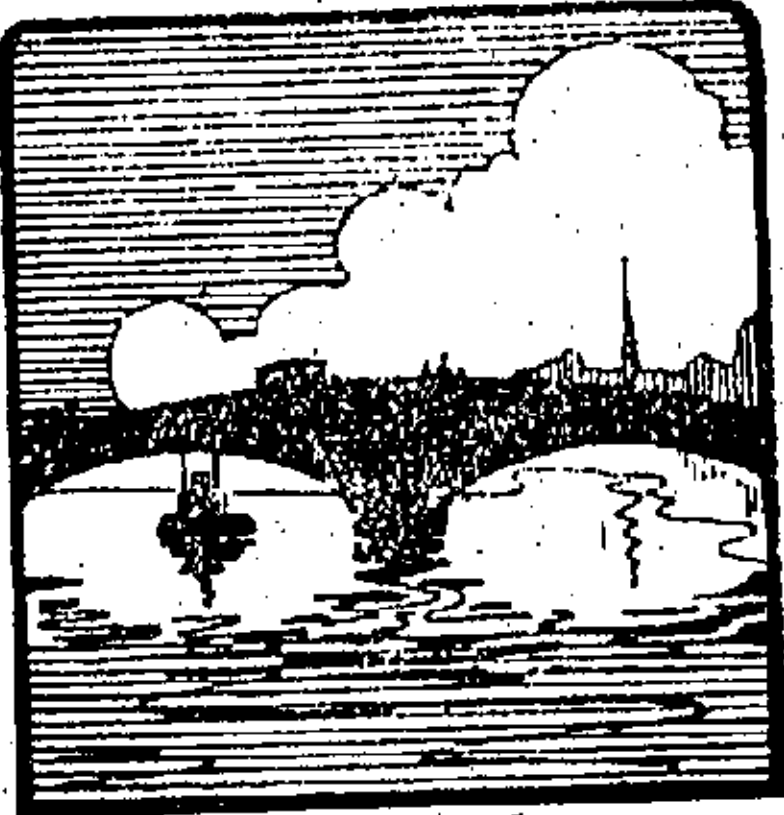
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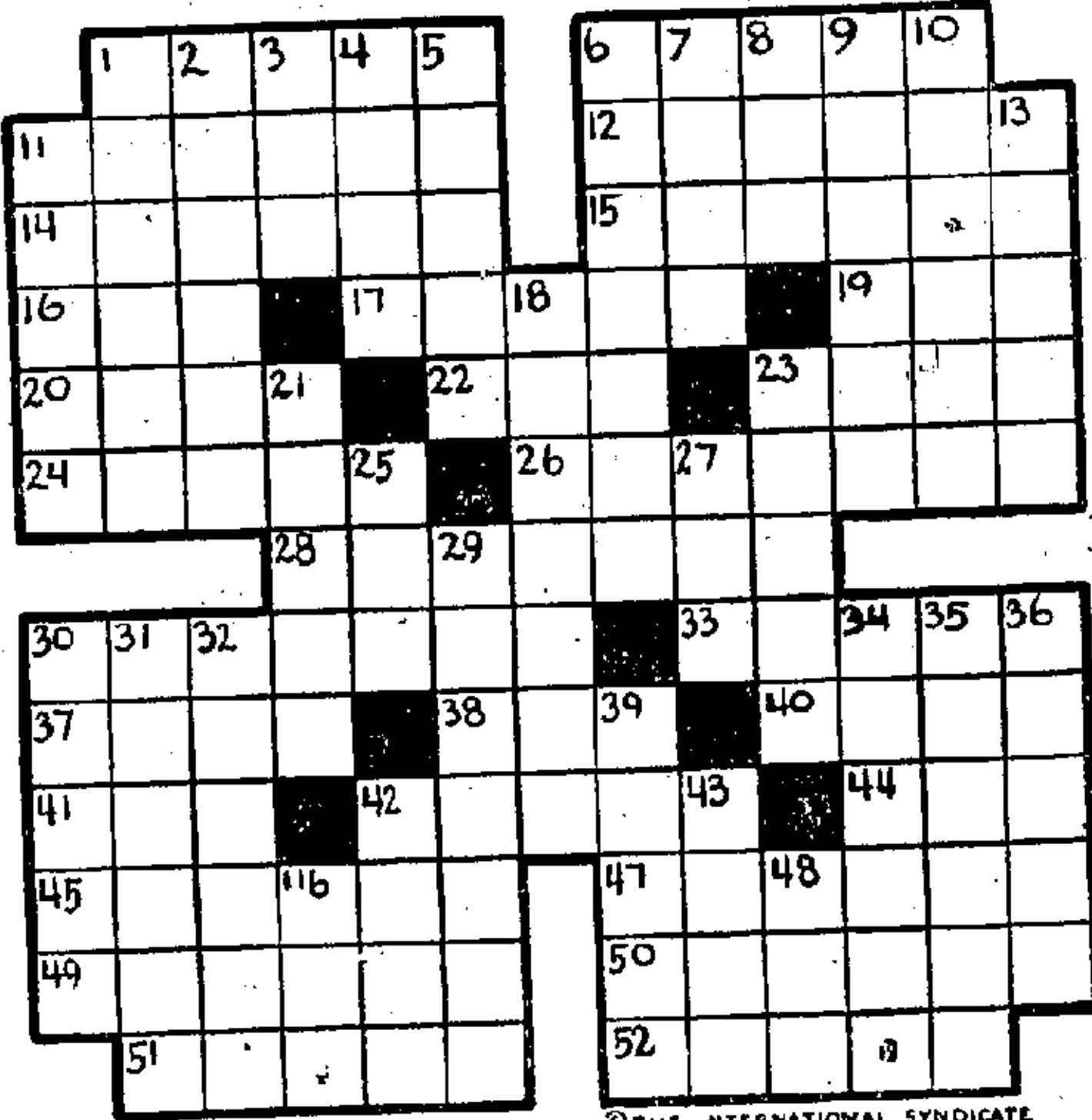
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harboe, plaw, and altho.)



- | | | |
|------------------------|---------------------------|-------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—Broken earthenware | 40—Harsh | 13—Overgrown with |
| 6—Italian | 41—Edge | swamp grass |
| 11—One who makes | 42—Ascended | 18—Surrenders |
| affected complaints | 43—Pay a visit to | 21—Language used in |
| 12—Stone with surplus | 44—Extremely minute | anger |
| 14—Manipulate | 47—A group of five | 23—Juice of a common |
| 15—Become hostile | things | fruit |
| 16—Poetic name for | 48—Estimate again | 25—Abbreviation for |
| India | 50—Prevents | selected |
| 17—Enclosures attached | 51—Make invulnerable | 27—Support |
| to houses | 52—River embankment | 28—A stalk or |
| 19—Limited (abbr.) | | supporting part |
| 20—Boil slowly | | 30—Covered with hair |
| 22—Eastern State | | 31—Joins |
| (abbr.) | | 32—Banish |
| 23—Construct | | 34—Brightness |
| 24—Novices | | 35—To shape ideas |
| 26—Like millet seeds | | 36—Notable |
| 28—Felt discontent | | achievements |
| 30—Small pools of | | 39—Kingdom in the |
| muddy water | | Himalayas |
| 33—Joy (poetic) | | 42—Ceremony |
| 37—Feminine suffix | | 43—Granular compound |
| Pluralized | | snow in glacier |
| 38—Secluded room | | 46—Variant of May |
| | | 48—Western State |
| | | (abbr.) |
| | | 11—Card game |

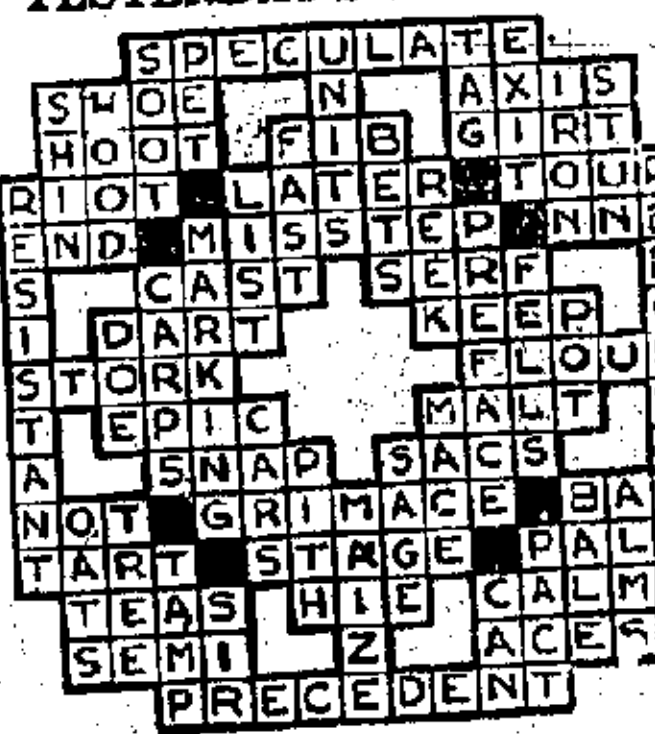
(The solution of the above cross-word puzzle will appear in
to-morrow's issue along with a new cross-word puzzle.)

Headmaster of St. George's
School, Deal, Mr. Thomas Gardner,
aged 58, collapsed at Sandwich
Railway Station, and died.

By weekly levies of 1d. for men
and ½d. for boys. Mansfield dis-
trict miners gave over 27,000 to
the local hospital last year.

Containing registered letters and
old pension money, a mail bag was
stolen from a train between Belfast
and Glenavy, co-Antrim.

YESTERDAY'S SOLUTION



ASCENSION ISLAND

JUST SEA AND HILLS IN
MID-OCEAN

A LONELY SPOT

A little island stranded in the
middle of the South Atlantic
Ocean. That is Ascension in
effect if not in terms of latitude
and longitude. The picture call-
ing into the mind of vast rollers
thundering to a naked shore his-
sing back with the evil suck-under
that makes one shudder at night
time—that is true of Ascension.
The empty desolation of a bit of
land cut off, the realisation of
oneself as a human being cut off
from the rest of the world—that
is true of Ascension. Huge, dan-
gerous waves; the bare flatness
of clinker dust; the great arid
hills rising at the back and the
knowledge that on the other side
of them is more of this everlasting
sea, more sullen rumblings on the
further shore.

Ascension is a small island,
only thirty-eight square miles in
extent. But its elements of sea,
sand, clinker, and mountains are
all in mass formation. You turn
one way and see nothing but hills,
the other way nothing but sea.
It is this simplicity, coupled with
the contrast involved, which gives
to Ascension its character and
effect. For instance, although
there are birds in the island, they
are seldom seen or heard. But go
to Bosum Bird Rock, or walk a
few miles to Wideawake Plain,
and you will find yourself in the
very midst of thousands. This
is no exaggeration. Birds on the
ground—you must be careful how
you step—birds above you blot-
ting out all else, pecking at your
head if they are fearful of an
attack on their young. And all
about the fluttering, the screech-
ing of birds.

Another example of great con-
trast. Everyone lives in "Gar-
rison," flat and dusty, in little low
bungalows set down in a square.
Behind rise the hills, arid grey,
and arid red; a most villainous
red. Yet 2,820 feet up is "The
Mountain," cultivated, green,
luxuriant. On it are bungalows,
one for the married people, one
for the bachelors, one for the
Petty Officers, one "Garden
Cottage," the home of the farm
superintendent. Up to the moun-
tain go the dwellers in the plain
for rest and refreshment. The
contrast! It is magical. Imagine
walking miles up a hot,
rutted road, surrounded by red
and grey and black dust, the road
hard and burning to the feet, the
sun in the hard blue sky scor-
ching you as you go. Then
suddenly emerging into greenery,
flowers. The scent of green
stuff, of Yellow Boys, of prickly
pears; the view below of clinker,
barrenness, vague sea; the
rustling of trees as one gets
higher, roses, wild raspberries,
the loveliness of lanes like
Devonshire, overhanging flowers
and trees; the cosiness of a
bungalow with a verandah which
looks down 2,600 feet on to clinker.
One sees a view like a relief map
in one's school atlas.

For amusement there are, for
those who are keen on shooting,
wild goats and rabbits and an
occasional partridge, and for
others just lying about under the
trees on the sweet-smelling grass.
At night time comes the chill, the
cold, blankets, a huge log fire,
drowsiness.

A Submarine Product

Such is the general outline of
Ascension, which was thrown up
out of the Atlantic Ocean eight de-
grees south of the equator, and
discovered in the year 1501 by a

Portuguese navigator on Ascen-
sion Day. This submarine up-
heaval produced an island seven
and a half miles in length and six
miles broad, composed of clinker
rock substance, the result of
chemical action below and above
the surface of the sea. Hence
the difference in colour. It is
this clinker rock, masses of it
stretching away on all sides be-
tween the sea and the mountain,
which gives such a depressing
effect by day and such an eeriness
by night. Apart from the un-
pleasant ease with which one may
lose one's way in, the dark, the
jagged rocks seem to take on
weird shapes of men and animals
which can be frightening amidst
the general loneliness and silence
broken only by the ceaseless thud
of waves on the deserted shore.

Whatever specific cause may be
found, Ascension has certainly
the power of trying the nerves of
its inhabitants, although casual
visitors to the island must be im-
pressed by the gaiety and cheer-
fulness of those stationed there.
There are no natives of Ascen-
sion, all servants being sent for
as required from St. Helena, 760
miles south, and since the Ad-
miralty gave it up, the only white
people living in Ascension are the
Ascension Island Guano and
Phosphate Company, together with
a few Petty Officers, the total
numbering less than 100. The
climate of Ascension is beautiful
—hot and dry tempered by a con-
stant breeze. For sport there is
golf, tennis, shooting, football
and cricket and most wonderful
fishing. With a happy self-con-
tained outlook, much enjoyment
can be found in this little island,
and with people possessing it,
Ascension seems to enter into an
amiable alliance. But for those
less fortunate or less strong, the
sinister genius of Ascension
crouches and waits.

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Mr. and Mrs. William Thomas, of
Llanged, Anglesey, who have
celebrated their diamond wedding,
have fifteen grandchildren and
fifteen great-grandchildren.

Firemen were called to Kirkwall-
place, Globe-road, E., to release a
3-year-old child, Irene Hillier, whose
head had become jammed in iron
railings.

Miss Agnes Pringle has died at
Bathgate, West Lothian, aged 100.



Immigrants

The word immigrant has lost a
great deal of its old significance.
Once it described one who was
escaping from a life of suffering
and hardship to an unknown land
of freedom but of uncertain op-
portunities and possibilities. The
modern immigrant is typified in
the seven girls photographed
above who were recent arrivals

on the Canadian Pacific "Duchess
of Richmond." Their future as
domestics in the city of Toronto
was assured before they left their
homes, and the comfortable quar-
ters they occupied on the regal
Atlantic vessel was a long cry
from the accommodation they
must have endured had they been
but one generation earlier.

CLAIRVOYANTS.

PREVALENCE OF CRIMINAL
TELEPATHY

PRUSSIAN BAN

The Prussian Minister of the
Interior has issued to all police
authorities under his jurisdiction
a circular declaring open war
upon clairvoyance, telepathy, and
similar occult practices, as aids
to the detection of crime.

It has come to his notice, he
says, that, despite all the warn-
ings at educational classes and
police congresses, police detec-



Peaceful Pursuits.—Turning his
back on pursuits of war, General Erich
Ludendorff, who recently celebrated his
64th birthday at Munich, Germany, has
turned to journalism. He is shortly to
become editor of his own newspaper,
which will be named "Ludendorff's
Wochenchrift," or "Ludendorff's
Weekly."

tives still visit persons alleged to be
equipped with supernatural
powers of perception.

He has also heard of people re-
ceiving from the police testi-
monials certifying that they
possess such powers. All this
in future is to stop. "Criminal
telepathy" has occupied a good
deal of public attention in Ger-
many ever since the remarkable
trial a year ago of the "Sybil of
Memland," Frau Gunther Gelfers.
This clairvoyant gave in Court a
demonstration which secured her acquittal.

Early this year she again came
into prominence in connection
with a film in which she was
shown as preventing a judicial
murder by naming the real
murderer in a trance. The film
was at first forbidden by the
censor, but was later released.
The strong line now taken by the
Prussian Minister of the Interior
is no doubt the result of this.

At least one instance of im-
posture came up before the Courts
recently at Lubeck, in which a
clairvoyant who had been called
in by private parties to dis-
cover a murderer was sentenced
to three months' imprisonment
for naming a man who was de-
monstrably innocent.

Had Malaria Nine Months.

Another Cure In Ceylon By
Dr. Williams' Pink Pills.

There is no disputing facts.
That the rich red blood made by
Dr. Williams' Pink Pills overcomes
the germs of malaria has been
proved over and over again by in-
contestable testimony. Read the
evidence of Mr. W. J. Ekanayaka,
a Government employee residing at
Waragoda, Kalamia, Ceylon.

"Some years ago I fell victim to
malaria while making a tour on
business," states Mr. Ekanayaka.
"The fever attacks were recurrent
and made me very weak. For about
nine months I was trying various
medicines in the hope of getting
the malaria out of my system but
they had little or no effect.

"One day a little book came into
my hands wherein I read of cases
of malaria having been cured by
Dr. Williams' Pink Pills, and thus
was led to try this remedy. After
the first bottle my temperature im-
proved and I found my appetite
returning. So I continued the
treatment until I was completely
restored. Ever since then I have
kept good health, so from my own
experience I can recommend Dr.
Williams' Pink Pills as a cure for
malaria."

Not only for malaria victims, but
also for sufferers from anaemia,
debility, insomnia, digestive weak-
ness, or any other trouble due to
a run-down condition of the blood
or nerves, Dr. Williams' Pink Pills
are a restorative of proven worth.
Of chemists everywhere, or post
free at \$1.50 per bottle, \$3 for 6
bottles, from The Dr. Williams'
Medicine Co., 60, Kiangse Road,
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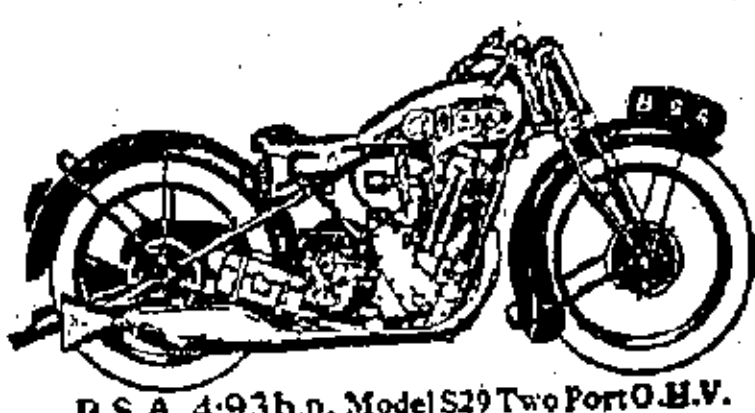
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THE MOTORISTS' PAGE

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SOLE AGENTS

"F-HEAD"

HIGH COMPRESSION
POSSIBLE

Announcement is made by the Hudson Motor Car Co. that it has been granted patent rights on the "F-Head" high compression motor which has been used in all Hudson Super-Six cars since early last summer. The patent—No. 1,656,051, relating to internal combustion engines—covers the entire arrangement of valves, spark plugs and combustion chamber.

A Hudson engineering executive says the patented design is important because it permits high compression benefits in a large motor like the Hudson Super-Six. High compression, it was said, has proved a far more difficult problem with large motors than with those of smaller dimensions. The task has been accomplished in motors specifically designed for anti-knock gasoline, but the Hudson design is intended for any standard or even sub-standard fuel.

High Compression Obtained

With the new patented design Hudson motors now are built with a compression ratio of nearly 6 to 1—or 20 per cent. above the average—with correspondingly high standards of acceleration, fuel economy and power. The company engineers say that it is practically impossible to make the motor knock under even the most adverse operating conditions. The motor is described as the liveliest, most powerful and economical Hudson has ever built.

In the patented F-Head design, the intake valve is located in the head of the motor and the exhaust valve at the side. In a way, the motor is valve-in-head as to intake and L-Head design as to exhaust. The intake valve opens to admit fuel in a location just above the exhaust valve. Hence, it is stated, the incoming fuel is drawn directly over the exhaust valve—with a dual effect. First, all "wet" particles of fuel are subjected to the heat of the exhaust valve and chamber, which tends to vaporize them and make them fit for clean and speedy combustion. Secondly, the exhaust valve is subjected to enough of this cooling action so that it never becomes excessively overheated.

Avoid Knocking Cause

Very hot exhaust valves have long been recognized as one of the chief causes of pre-ignition—or knocking—in high compression motors. Hudson engineers have succeeded at once in moderating the valve temperature and at the same time making it serve the purpose of a "hot" spot. The fuel charge enters the motor so easily and exhausts so cleanly that only moderate-size valves are used.

Another important feature of the patented arrangement is the location of the spark plug. This is at the extreme side of the combustion chamber. The effect of this is that the first intense explosion of the fuel charge is confined to the small space around the valves. By the time the combustion has extended into the cylinder proper, the action is a pushing instead of an explosive one. This results in especially smooth operation.

The Essex System

The new patent—which was obtained after several months' study by the U. S. patent office—covers all these and other arrangements, "each in relation to and in combination with all others."

The compression ratio made possible—about 6 to 1—is practically the same as that used in the smaller Essex motor, where an L-Head design has been found quite satisfactory.

SEGRAVE'S LEAD

IMPETUS TO BRITISH MOTOR TRADE

Major Segrave's magnificent achievement has done more for the British motoring industry than all the propaganda of the past twelve months, writes Gordon Fraser, the "Daily Express" Motor Correspondent. "While not detracting from his skill and bravery in tackling such a death-defying job as driving a motor-car at nearly four miles a minute, it must be remembered that his success was only made possible by a super car, built and assembled by British workmanship, to the design of one of the greatest motor-car designers in the history of British motoring, and constructed of all British materials."

The British motor-car has never received its proper measure of appreciation in the Dominions and in foreign countries; this is partly the fault of the manufacturers themselves, only a few of whom have really made an effort to boost the British car outside these shores. Segrave has done them all a good turn, which it is to be hoped will be appreciated and followed up by an overseas "push."

For general utility purposes Segrave took a couple of Hillman "Straight-8's" with him, and I hear that they have made a great impression in the American motoring world, which is all to the good.

But while motorists in this country are jubilant over Segrave's triumph and the impetus he has given to the industry, their rejoicing is marred by the severe blow the Chancellor of the Exchequer has dealt by telling a deputation of the industry that, in so many words, he had no sympathy with them and did not believe what they were saying.

Needless to say they are not taking it lying down; they are going to the Cabinet direct. I rather think they will get a little more sympathy there.

FINE RECEPTION

NEW WILLYS-KNIGHT SIX

The reception accorded the entirely new line of Willys-Knight sixes, now being exhibited in the showrooms of all Willys-Overland merchants, outranks in public acclaim any previous reception in Willys-Knight history, which goes back more than fifteen years when Willys-Overland introduced its first Knight sleeve-valve motor cars.

From the radiator to trunk racks the new Willys-Knight Sixes, which are offered in a wide range of body models and colour combinations, are entirely different from any former Willys-Knight models. This is accomplished through the new body design which brings to the low priced Willys-Knight field, the highest degree of artistry and craftsmanship. For more than a year Willys-Overland engineers and designers have been working on the design of the new Willys-Knight models.

Not alone do the exterior lines of the car bring out a striking design of modernity but the interiors are marked by unusual roominess for passengers, rich upholstery, quality fittings and every comfort that makes for enjoyable motoring. The finishing touch of smartness comes through the use of five wire wheels, the spare mounted in a front fender well.

In mechanical features to provide utmost convenience for the driver, the new "Finger-Tip Control" is used—an outstanding feature in all products of the Toledo manufac-

turer. This feature, by means of a button in the centre of the steering wheel, gives the driver complete control over all the functions of starting the motor, operating the lights and sounding the horn.

The new dash panel contains all the instruments conveniently grouped in a decorative border.

These cars are powered by a Willys-Knight six cylinder sleeve-

USE

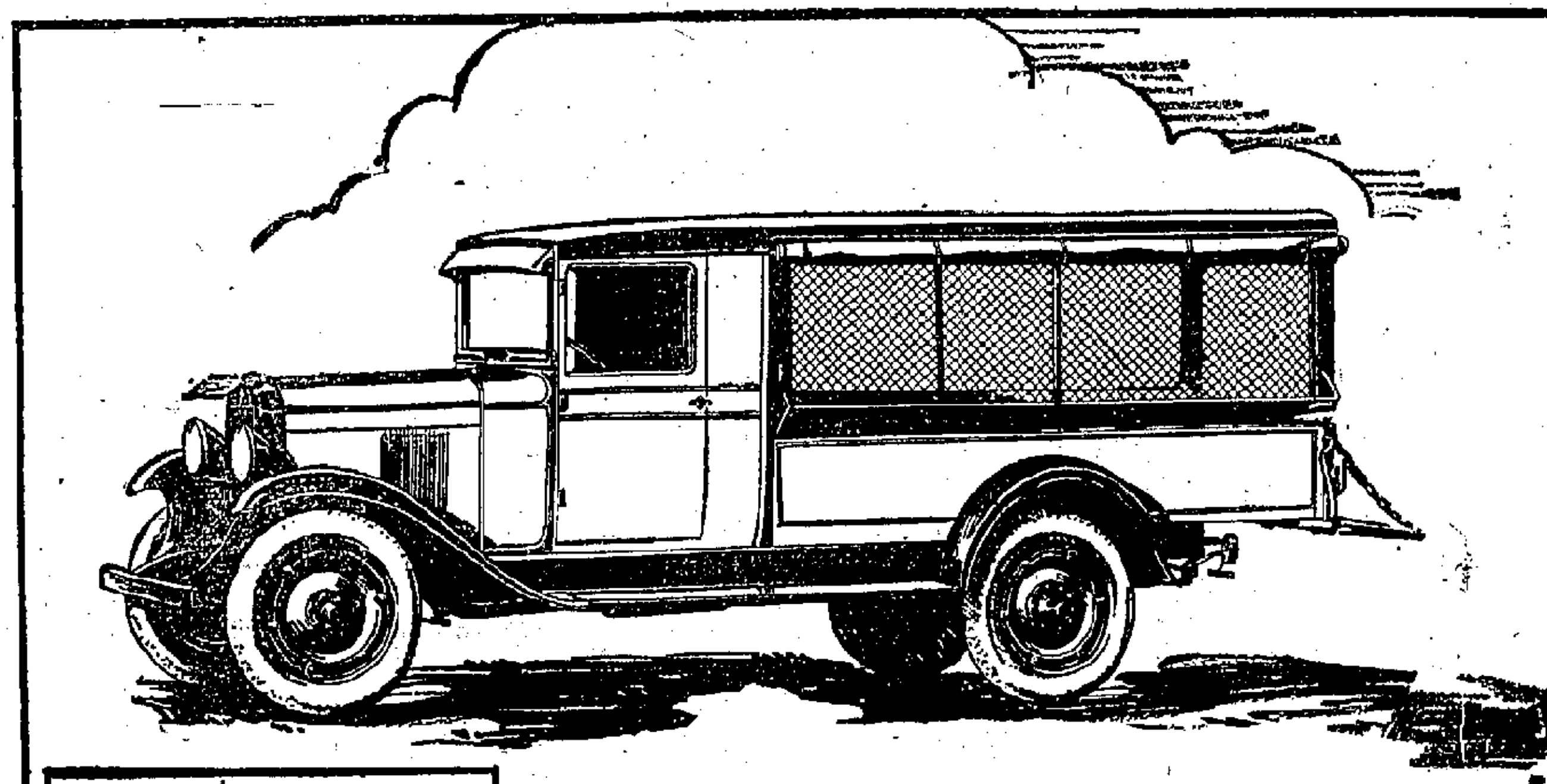


Mobiloil

Make the chart your guide

valve engine with a bore of 2 15/16 inches and a stroke of 4 3/8, giving a piston displacement of 177.9 cubic inches and developing an actual horsepower of 53 at 3,000 r.p.m. On this power plant is found the addition of a manual heat control to the heater which is a material aid in the warming up process. This is operated from a button on the dash.

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CARS IN CANTON

MANY MILES OF MOTOR ROADS

HOPES RISING

Canton, May 14.
Motor cars and motor roads are becoming one of the chief topics of conversation in and about Canton. Hopes are rising for many motor cars and many miles of motor roads, but, as is so often the case in China, much of their realisation depends upon the continuance of peace within South China and especially within the province of Kwangtung.

The Canton city authorities for the past year have been trying to execute a road building and widening programme within the city of Canton. Much difficulty has been experienced due to congested areas and wholesale opposition of the poorer classes. Canton is not yet connected by road with any outlying place nearby except Whampoa, fifteen miles down the Pearl River toward Canton where it is hoped some day to build a port for Canton. The Pearl River delta is a network of towns and cities, all of which have tremendous commercial activity. It is the plan to connect all these by toll motor roads, the province to build the roads and derive the income.

It is believed now that if peace can be maintained in this area work on a motor road to Hong Kong will be begun within a year. This project has been banded about for years but now the actual start seems nearer than ever before.

The number of automobiles is slowly but steadily increasing. There are now 625 cars of all types, this being about one per thousand population of the Chinese city of Canton. No motor cars are allowed on the island of Shamen, the concession where practically all foreigners live.

Road construction in such heavily populated areas as Canton is expensive, if just remuneration is to be given for the rights-of-way acquired. All land in this area is high priced and expensive to condemn for roads, although it is almost universally admitted that one of the most crying needs of South China, as well as in other areas, is roads—roads as understood in the West—suitable for motor cars or animal drawn vehicles comparable to those of western lands.—Associated Press.

OPEN CARS

SOME IMPROVEMENTS DESIRED

Mr. A. G. Throssell writes in the "Sunday Times":

The people who were saying last autumn that the open car was doomed to extinction may have seen reason to revise their opinion this past week. A casual count from the roadside one afternoon yielded fifty-two open to forty-eight closed ("sunshine" saloons included in the latter category). Among these hundred, of course, were a good many veterans—it is surprising to note how many of the cars you meet are betrayed by their number-plates as three, four, or five years old—but quite a number of the obviously new cars, the "babies" especially, were open tourers.

The fortnight's summer in the middle of last month probably had a lot to do with it. I hope the remainder of the year will not make the owners regret their choice. On a day such as Good Friday was, a closed car was barbarous.

Personally, not having lost yet the love of motoring for motoring's sake, I am an open-car adherent. The cars sent me for trial are invariably saloons, but for all their admitted virtues I am always glad to get back to my own humble tourer, in which I can make myself reasonably snug and warm or entirely free from roof, windows and walls.

The "Sunshine" compromise. Sunshine saloons are only a compromise. Even those in which the top winds right down, like the Tickford, leave a framework all round you, as if you were sitting inside a rat trap. As for those with sliding or folding roofs—well, there is an advertisement of one of them which shows a girl standing up with her head sticking out of the aperture. Exactly; to get out of a sunshine saloon properly, you must thrust your head through the roof.

Not that open cars or "all-weather" bodies are perfect, or near perfection. That is why I am hoping that this year will see a revival of the vogue; manufacturers will be driven to evolve improvements. The car body I want is on the lines of a sportsman's coupe—you can see out of those broad windows—with a collapsible head, so constructed that it folds away as easily as the best hood, but more neatly, and does not, when up, reveal its shape, appearance or tendency to sag prematurely—that actually it is a hood.

SPEED LIMITS

GENTLE ART OF TRAPPING

The tidy sum of \$22,081 was collected in the police courts of Surrey last year in the form of fines—mostly, as the official returns quite unnecessarily remarks, "from motorists," and mostly, it might have added, for exceeding the speed limit. Though not the only county where speed limits and stop-watches are the chief weapon of the police against reckless and dangerous driving, Surrey is still pre-eminent.

But the gentle art of trapping is undoubtedly declining. The constabulary trios, one plain and two disguised, with their signals and measured furlongs, lurk less often by the margins of broad, straight roads where the unwary may be tempted to think 40 m.p.h. a reasonable pace. The men, no doubt, are loth to give us this restful and mildly amusing occupation for the humdrum job of guarding property, but their superiors are generally awakening to the fact that the motorist's view of speed traps is not without point and substance.

Speed limits are doomed. When recently a London borough council (Chelsea) applied for power to impose a special limit (10 m.p.h.) the Home Counties Traffic Advisory Committee made it the occasion for a review of all the existing speed limits. Furnishing a list of those in the Metropolitan district, the Commissioner of Police suggested that they might all be abolished and the dangerous driving clause of the Motor Act relied on in their stead. This, of course, is what motorists have been advocating for years.

Four Sound Arguments

The Traffic Committee not only approved the suggestion, but drew up a report for the Minister of Transport in which they condemned speed limits for the four following reasons:—

(1) In some cases traffic conditions in themselves enforce a limitation of speed on any reasonable driver and unreasonable drivers can be dealt with under the existing general legislation.

(2) Speed limits may in themselves be dangerous, e.g., a limit of 10 m.p.h. may tend to become the minimum speed irrespective of traffic conditions within the streets affected.

(3) Speed limits have proved in practice difficult to enforce.

(4) Public safety, which is the chief aim in fixing a speed limit, can be provided for more effectively by the general law.

That last reason, incidentally, condemns the general 20 m.p.h. legal maximum equally with the special local limits. It is anticipated that the Royal Commission on Transport will report to the same effect, and in any case the new attitude of the police strikes the death-knell of that ancient fraud, the 26-year-old legal speed limit.

The other day I was told that motorists were a favoured class because they were allowed habitually to break the law with impunity. We shall not go into mourning when we lose that privilege, says A. G. Throssell in the "Sunday Times."

MOTORIST CENSURED

JURY AND "EXCESSIVE SPEED"

"It is the old, old story. There are too many of you motorists going along at a speed which would be proper and reasonable if the road were clear, but which does not allow for eventualities. The whole thing was due to your going too fast, and the jury are abundantly justified in the sentence they desire me to pass," said the Chamberlain coroner, Mr. Douglas Cowburn, at the adjourned inquest on Isaac Griffin, a chimney-sweep, who was knocked down by a car.

The jury returned a verdict of accidental death, but added that, in their opinion, the accident was due to the excessive speed of the car. They did not think this amounted to criminal negligence, but were of the opinion that the driver had no power over his brakes and should be censured.

The driver, John James Knight, of Upper Brockley-road, New-cross, at the previous hearing stated that his speed was eighteen miles an hour.

The coroner directed that the proceedings be brought to the notice of the Commissioner of Police.

AMERICAN V. BRITISH

A 4-litre Chrysler, driven by three men in turn, did 72½ m.p.h. for twenty-four hours on end at Monthlery. This was a fine performance. But a 2-litre A.C. with one driver, has done 82½ m.p.h. for the twenty-four hours on the same track.

There are now 178,914 miles of roads in Great Britain. More is being spent on their development in proportion to their mileage than in any other country. The road work grants last year amounted to £18,000,000.

551-MILE TRIP

IN LESS THAN 13 HOURS

John W. DeNoria, general manager of Coyne's Drive Yourself Service at Los Angeles, has written a letter describing a recent automobile trip from Carson City, Nev., to Los Angeles, which sets forth better than any general description of modern engineering proficiency the stability and performance that have been built into the Model A. His feat was that of covering the 551 miles between the two cities in 12 hours and 50 minutes, which meant sustaining an average speed of approximately 54 miles an hour. The trip was made over rough, mountainous country and the time required for food and gas stops was not subtracted from the total elapsed time of the trip.

The trip is being cited as further evidence of the reliability of the Model A on long and difficult runs. Mr. DeNoria estimated that he had driven 2,000 different automobiles during the twenty years in which he has been associated with the automobile industry and said he selected Model A Ford from among the forty automobiles that comprise the fleet of his company. The following is taken from his letter:

"I have just had the pleasure of completing what I consider the most remarkable trip I have ever made in an automobile and I feel I should tell you about it in fairness to the car," he wrote.

"I left Carson City, Nevada, at exactly 4 o'clock a.m.; I was in Mina, Nevada, at 8.10 a.m.; I was in Bishop, California 10.40 a.m.; in Lone Pine, California, at 12.15 p.m. in Mojave, California at 2.30 p.m. in Los Angeles at 4.50 p.m. This time included all gas stops, time for lunch, etc., as I did not deduct any time—this is the total lapse of time, 12 hours and 50 minutes, and the distance is 551 miles.

On Dirt Road

"Please bear in mind that all but the last 100 miles of this was on a dirt road, and about 175 miles of it over the poorest road imaginable. When I left Carson City I left in a blizzard and there were 14 inches of snow in Montgomery Pass. On this trip it is necessary to cross four mountain ranges, and I was probably the very last car out of Smith Valley, because when I came through it was the very next thing to impassable and the snow was piling up and drifting in spots so that the trail was probably closed completely in another hour or two.

"At Montgomery Pass we were 7,900 feet high, so you can draw your conclusions about how cold it was over the summit.

"I was not passed on the entire trip, either going or coming; on the other hand I had no trouble passing everything I met on the road.

A Wise Selection

"I have driven various makes of automobiles across the Continent several times, some of them on record runs where, every preparation had been made to cut down the time and facilitate transportation. I made absolutely no preparation for this trip—I was merely called over to Carson City to testify on a case for the United States Government and decided I would try one of the new Fords, as I felt I would have to traverse some soft, bad roads, and that this would be the most logical car, and the results proved that I certainly made a wise selection."

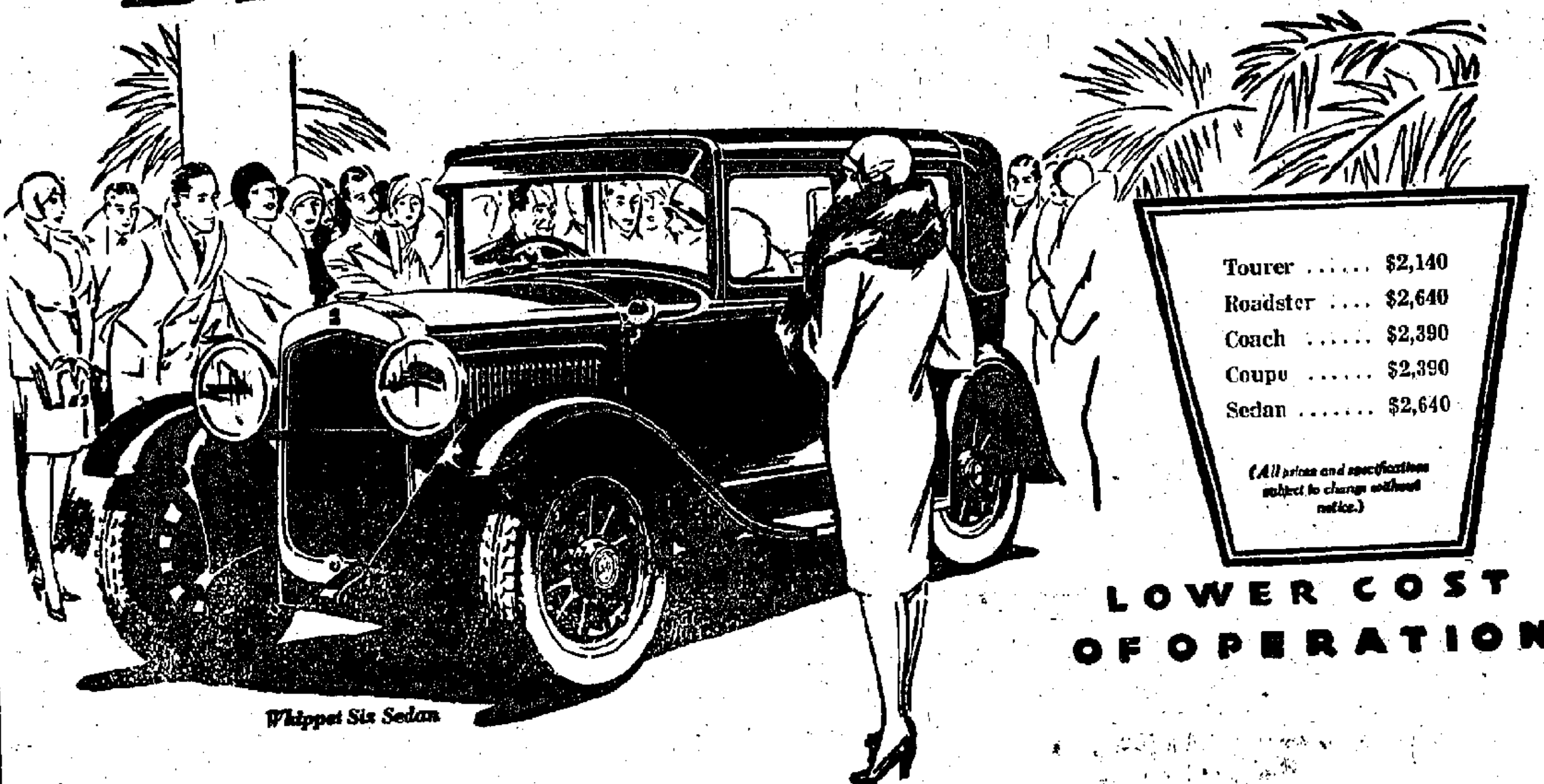
JUDGES AS PUPILS

The Chief of the Bucks Constabulary recently set an excellent example to his colleagues by arranging for young policemen to undergo a course of training in the construction and driving of motor-cars. With equal interest the public will hear that 15 Berlin judges and barristers are learning to drive so as to equip themselves in a suitable manner for their duties in the special courts dealing with motoring law. Does this development mark the beginning of a rapprochement between motorists and the law which will ultimately lead to a far better understanding than exists at present, asks "The Light Car and Cyclecar." "Giant oaks from little acorns grow!" It is regrettable that no one in authority thought of planting this particular acorn, before now, but we have to be thankful that initiative has at last been shown.

THE PERFECT MOTORIST

Miss Victoria Worsley, one of our most experienced women motor drivers, writing in "The Light Car and Cyclecar," says she is of the opinion that the perfect motorist should be one who has graduated from the ranks; one who has, on a big main road, ridden a cycle and a motorcycle, driven a lorry, driven a farm car, led a resive horse on a tarmac, driven pigs along and taken children for a walk—certainly a wide experience. She feels that those who have practised these trying arts before becoming motorists can get more amusement and incident out of a long run than out of many novels, movies or plays.

DEFINITELY THE STYLE AUTHORITY



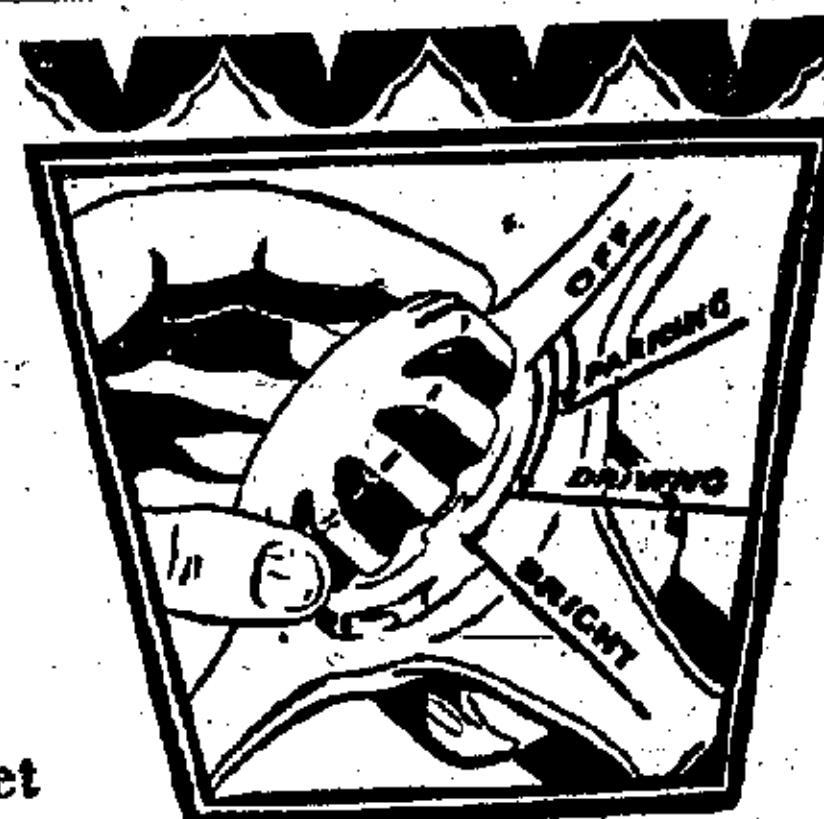
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See the new Superior Whippet Six at your nearest Willys-Overland dealer's.



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Telephone K. 226.
123 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS

WHERE KNOWLEDGE IS ECONOMY

Present-day electrical equipment has been brought to such an extreme state of perfection that, although it is not necessarily "out of sight," it is with many owners certainly "out of mind," some of them even going so far as to forget their batteries. It cannot be denied, however, that, in spite of its reliability, the electrical system of a car pays for periodical attention. It is not, perhaps, entirely fair to blame all owner-drivers indiscriminately for neglect of the electrical apparatus, says "The Light Car and Cyclecar," for the simple reasons that some certainly do not neglect it, whilst others, although anxious to do their best, fear, at the same time, that they have insufficient electrical knowledge to tackle the various jobs. There is no need, however, for motorists to stand in awe of the electrical equipment, as a little knowledge in this direction can easily be acquired.

AUTO SALES

SUBSTANTIAL GAINS IN THE PHILIPPINES

Manila automobile sales for the first four months of the year were reported by agents last week to be considerably in excess of those recorded for the same period of 1928. The majority of transactions were in medium priced cars, although sales of the more expensive types were well sustained. Taken as a whole closed models were in the greatest demand.

A general improvement in business conditions throughout the Philippine Islands is said to have attributed to the increase in the automotive trades, as well as better roads in the provinces.

Many more cars are being disposed of in the lower islands at the present time than ever before. The business in trucks for the first four months of the year was also brisk, many concerns going into the market for replacements. It is also stated that the second hand market has been well sustained, and the used cars after being thoroughly gone over find a ready sale.

ROAD THRILLS

"BABY" AND GIANT CARS ENTERED

Among the 41 cars, so far entered for the two international road races on July 12 and 13, six are from Italy.

Up to the present, in fact, Italy leads the foreign contingent for the races, which will be held in Phoenix Park, Dublin. Her outstanding driver is Signor Ramponi, who is the idol of the Italian motor-racing crowds on account of his wonderful "cornering."

There should be a thrilling duel between Signor Ramponi and Mr. Kay Don, the Brooklands driver, who holds many world's speed records and who last year won the Ulster Tourist Trophy race from a field composed of the world's foremost drivers.

Giant German Car
Two "baby" Austins have been entered by private owners. Mr. T. Thistlethwaite has entered the giant German Mercedes car which did so well in the great road race near Belfast last year but was handicapped on the corners.

Several British Bentleys, winners at least three starters.

of last year's Le Mans 24-hours race, are to take part; one will be driven by Mr. H. R. S. Birkin, who has had a wide experience of Continental road racing.

So far the United States is represented by one Chrysler and a large car little known on this side—the Du Pont. A British Invicta is making its debut in a big race. France is represented by the famous Bugatti, winner of innumerable events on the Continent.

The Prizes

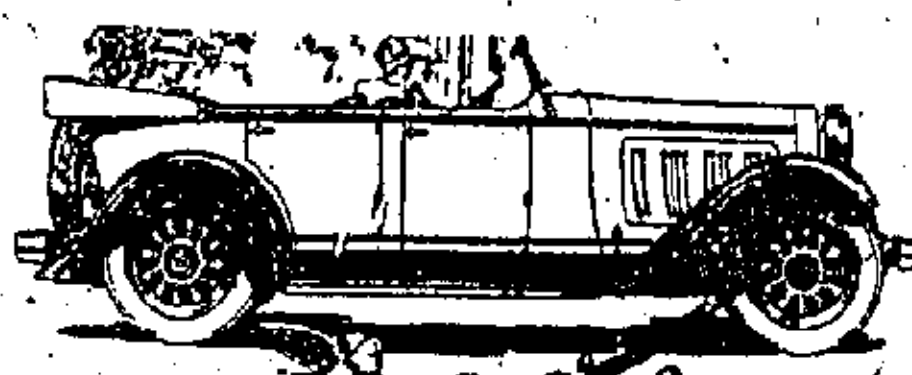
The following will be the awards:
First Day.—The entrant of the winning car will receive the Saorstat Cup presented by "The Daily Mail" and £1,000 presented by the Royal Irish Automobile Club; 2nd, £500 and the club gold medal; 3rd, £200 and the club gold medal; entrant of winning car in each class a special award provided that there are at least three starters.
Second Day.—The entrant of the winning car will receive the Eireann Cup presented by "The Daily Mail" and £1,000 presented by the Royal Irish Automobile Club; 2nd, £500 and the club gold medal; 3rd, £200 and the club gold medal; entrant of winning car in each class a special award provided that there are at least three starters.

TOURING CARS

ARE THE BEST FOR SUMMER.

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THE VICTORY SIX

IS THE ACHIEVEMENT OF DODGE BROTHERS.

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THE HILL CLIMB DE LA TURBIE

175 c.c. 1st, 2nd, 3rd, 4th, 5th

All on M & G.

250 c.c. 1st on M & G.

350 c.c. 1st on M & G. M.A.G. engine.

500 c.c. 1st on M.A.G. engine.

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MOTOR TAXES

"TRAVESTY" OF THE
POSITION

Motor taxation can be reduced and road improvement developed on a large scale if the revenues are applied to the purposes to which they were originally pledged.

This is the reply to Mr. Winston Churchill of the deputation from a conference of 22 motor organisations which waited on the Chancellor of the Exchequer on March 7. In a statement issued later the deputation says:

Mr. Churchill made no real attempt to refute the facts showing the excessive burdens that are imposed by existing motor taxation.

Mr. Churchill's references to "fortunate" and "fortunate" motorists suggest that owners of motor-cars and motor-cycles are wealthy and privileged persons. The fact is that these vehicles are indispensable for many professional and business purposes, and as an aid to the better and healthier distribution of population.

Lost Millions

The Chancellor's observations on the subject of road accidents were irrelevant to the case with which he was dealing, and misleading. To take road accidents in their true perspective the volume of traffic and the total mileage must be considered.

Further, road accidents are largely due to the state of the roads, towards the improvement of which the users of motor-vehicles have contributed millions of money that have been diverted to other purposes.

In his references to protected British motor manufacturers Mr. Churchill gave a complete travesty of the position. The British industry enjoys no greater protection than that of any competing country; nor is it the only British industry that is protected. The distinction—or the handicap—which Great Britain "enjoys" is due to high taxation, based upon horse power or unladen weight, which prejudicially affects progress in design.

In regard to development of roads, Mr. Churchill confused road maintenance with road improvement. Grants from the Road Fund for road maintenance mean in effect the reduction of local rates.

Since the present Government came into office the tendency has been to increase maintenance grants, take more from the Road Fund for general purposes, and leave a smaller proportion for important road improvements.

In 1925-26 35 per cent. of the gross motor taxation revenue was devoted to such improvements; for the year 1928-29 the figure was only 14 per cent.

TAXI-CAB FARES

A BLESSING IN
DISGUISE

After nearly a year's experience of lower fares, London taxi-cab owners, who bitterly opposed the reductions when they came into force, now regard them as a blessing in disguise.

They have found that these cheaper fares have encouraged London people to develop the taxi-cab habit, and that although a greater mileage has now to be covered by the cabs, a better return is produced in the long run.

An official of the London General Cab Company, owners of 250 cabs, said his company has come to the conclusion that the lower fares are generally beneficial to the trade.

"We have discovered," he said, "that our cabs have had to do a greater mileage, but our turnover has slightly increased as a larger number of customers are attracted by the cheaper rates."

"One thing the lower fares have done is to encourage among London people the taxi-cab habit. Men and women who formerly took a cab only when absolutely necessary now hail one as a matter of course."

"The taxi owner-driver has to work rather harder than before, but if he runs his cab economically he should do quite well. Cheaper fares, as a matter of fact, have probably kept a number of men with only one cab from going out of business, because things were not too healthy when the tariff was a shilling a mile."

This is what an owner-driver with one cab had to say about the new fares.

"Honestly, the lower fares have proved a good thing for us. More people seem to be taking cabs nowadays, and although I have to put in more hours than in the old days—I regularly do fourteen

PARKING A CAR

SOME USEFUL DRIVING
HITS

Correspondence received in the course of the year, writes the "Times Motoring" correspondent, indicates that under present-day conditions parking has considerable difficulty for drivers of cars who have not much experience, and especially for women drivers.

It is most important in manoeuvring a car that the driver should have a definite and complete plan in his head before the manoeuvre is begun. Skilful manoeuvring is an art and can only be acquired by study and experience. There are generally not fewer than two ways of executing any manoeuvre, but there is always one which is the best. To enter in a haphazard way into any position which has or may have complications will only lead the novice into needless difficulties and will probably produce nervousness long before the manoeuvre is completed. It is only necessary to stand for a short time as a spectator near a park which is crowded and presents some awkwardness for drivers going in and out in order to distinguish between those who quickly "size up" the situation and form their plans accordingly and those who dart in without thought and generally get tied up.

Motor driving can prove a most interesting study in psychology, for it lays bare on occasion many characteristics. Whenever possible, manoeuvre the car into the park so that exit gives the least difficulty, and bear in mind that others may have their troubles and do not want them increased.

Above all, a driver should guard against getting flustered, a state of mind which can be avoided by the exercise of a reasonable amount of thought in advance and by proceeding slowly and with patience. Before touching on reversing, it may be well to refer to steering, for it is quite clear that many drivers fail in this respect. Avoid at any time turning the steering wheel, while the car is stationary. This is a sure sign of an unskilful driver, and so is driving a car over the kerb in order to save the bother of an extra reverse.

The one practice needlessly stresses the steering connections, while the other deteriorates the tyre. Steering movements, even if they have to be made large and with rapidity, should always be smooth and in gradation. When it is desired to reverse, turn the front wheels on to the other lock just before the car is brought to a standstill preparatory to the reverse.

Steering on Reverse

Steering on reverse produces a much greater effect for a given hand wheel movement than with a car travelling in a forward direction, and this preparatory turn of the wheel is of definite assistance in manoeuvring. This plan may enable a driver to complete his manoeuvre with one reverse only, whereas if he delayed his steering in a reverse direction until the car was actually moving backward, he would probably take two or three and even then stand a good chance of making an awkward position still more difficult. Another point which should be borne in mind is that the car should be driven slowly both forwards and backwards, because in this way more time is given for locking over the wheels.

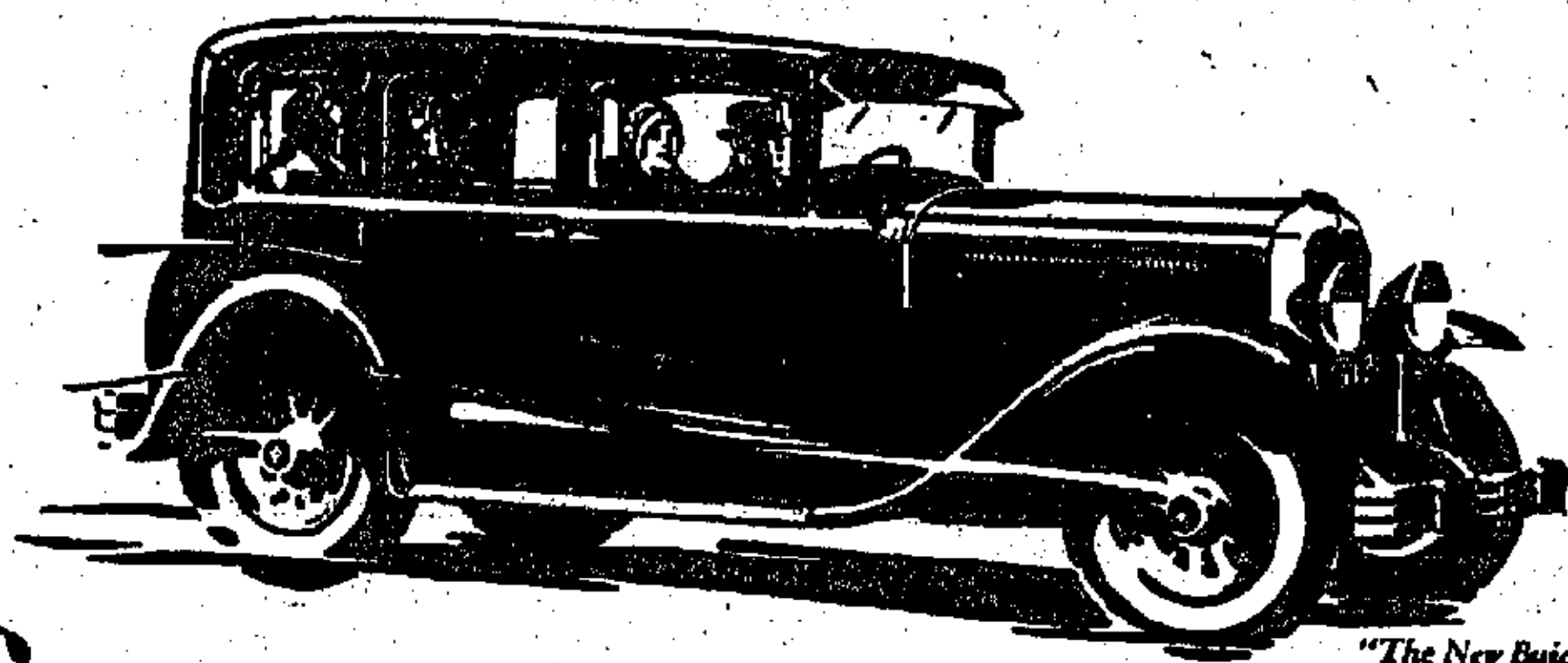
The troubles of many drivers when parking would disappear if his point were remembered. A driver may be afraid of stopping his engine, but with a light touch on the clutch and accelerator pedal any good car in reasonable order can be driven at a snail's pace on bottom gear. As in all cases where a certain amount of skill is required, reasonable confidence is half the battle. Always park, where possible, so that the car may be driven out forwards, avoiding mistaking a tax-cab for a parked car, and, if allowed, leave enough clearance in front for pulling out without disturbing the machine ahead.

With the popularity of the closed type of car, reversing becomes a subject of wider and more serious interest. If a driver is not sure of the space available behind him before a reverse, he should always get out and look. Especially is this the case with a closed body when the rear window is small; and it should be borne in mind that it is cheaper to drive the car backwards and be short by a foot than be over by an inch and hit something. As to actual control of a car when reversing, it is essential that a driver should have memorised the location of his pedals, so that he can give most of his attention

to the direction in which he wants to go. This can be easily done. The novice should practise first with the car stationary, until he finds that he can change his foot from accelerator to brake pedal while looking over his shoulder promptly and without fear of mistake. When the reverse gear is engaged, the driver should look well over the shoulder.

The clutch should be let in gently, and it should be remembered that it is not the first half of the travel of the pedal that counts but the later movement, and especially the last half-inch. The engine should in no case be raced; but just as the clutch is taking up the drive the accelerator should be pressed gently so that the drive may be taken up smoothly and the car move away slowly. As it is, of course, more difficult to turn the rear of the car towards the rear side, it is advisable for the beginner so to plan his manoeuvre that he reverses towards the off side.

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and Get the facts!



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CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPLE.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

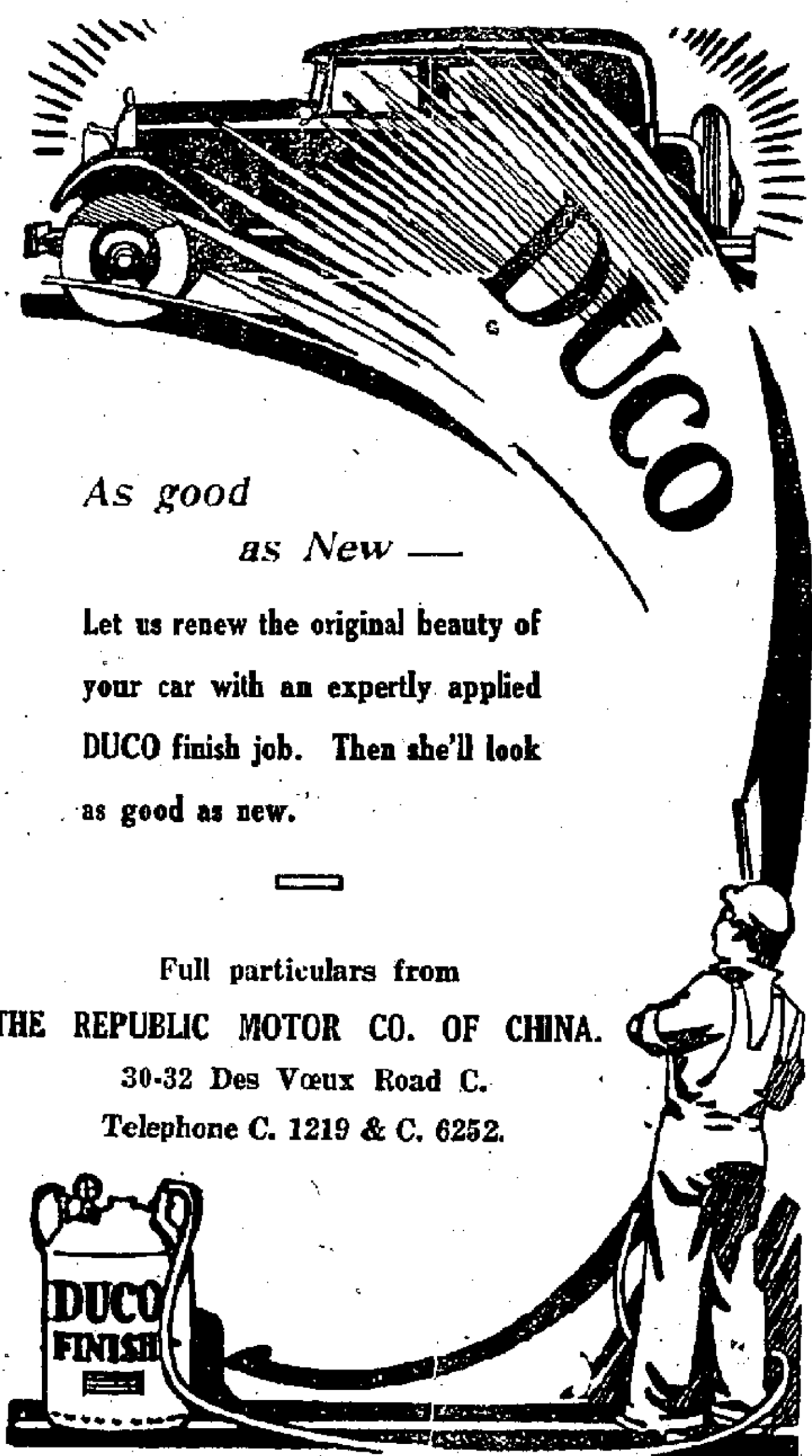
BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FAO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

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ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

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ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
MILLER ACCESSORIES.—A Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
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"SAFETY FIRST"

NO ACCIDENT IN 10
YEARS

At the annual meeting of the London "Safety First" Council at the Mansion House gold medals were presented to 60 drivers with ten consecutive years free from accident. Twenty of these were London General omnibus drivers.

The Lord Mayor (Sir Kynaston Studd) said that it was marvellous that drivers could get through London traffic without an accident in ten years. It was all the more remarkable when the carelessness of pedestrians was considered. The average pedestrian always insisted on crossing the road diagonally instead of going straight.

The "Safety First" movement had been criticised on the grounds that the Empire was not built up on "safety first" principles. But "Safety First" in their case meant safety for others first. "Keep your wits about you and do not do foolish things," he added.

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RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

| From | THURSDAY, MAY 30. | Per |
|---|-------------------|-------------------|
| Shanghai & Amoy | | Liangchow |
| Japan, Shanghai & Europe via Siberia | | Katori Maru |
| May 9-10 | | Shidzuoka Maru |
| Japan and Shanghai | | Shidzuoka Maru |
| Europe via Negapatam (Letters & papers, London, 2nd May) | | Quarrington Court |
| U.S.A. Honolulu, Japan, Shanghai & Europe via Siberia (London May 11) | | President Polk |
| Shanghai & Swatow | | Soochow |
| Shanghai | | Lahore |
| Australia and Manila | | St. Albans |
| Manila | | Empress of France |

OUTWARD MAILS.

| For | THURSDAY, MAY 30. | Per |
|---|-------------------|---------------------------------------|
| Samshui | | Kochow 4.30 p.m. |
| Saigon | | Kochow 5 p.m. |
| Amoy | | Tjitaroen 8.30 a.m. |
| *Straits, Ceylon, Mornbas, Lourenco Marques, & South Africa, Fort Bayard | | Chicago Maru 8.30 p.m. |
| Manila, Sandakan, Australia & New Zealand via Thursday Island | | Tai Pao Sek 1.30 p.m. |
| Swatow, Amoy and Foochow | | Tanda due Thursday Island June 15. |
| Japan and *Victoria, B.C. | | Parcels May 31, Noon |
| | | Registration 1.45 p.m. |
| | | Letters 2.30 p.m. |
| | | Haiyang 1 p.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, and Europe via Marseilles | | Katori Maru (Due Marseilles, July 1.) |
| | | K.P.O. |
| | | Registration June 1, 10 a.m. |
| | | Letters 10 a.m. |
| | | G.P.O. |
| | | Registration June 1, 10.45 a.m. |
| | | Letters 11.30 a.m. |
| Amoy | | Antung 5 p.m. |
| Manila | | President Polk 5 p.m. |
| | | Liangchow 9 a.m. |
| | | Kiangsu 9 a.m. |
| | | Hoan Maru 9 a.m. |

*Correspondence bearing vessel's name only.

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UP-TO-DATE FLYING

A TRANS-ATLANTIC RACE
ARRANGED

YELLOW BIRD v. GREEN FLASH

Old Orchard, Maine, Yesterday.

The French aeroplane "Yellow Bird," piloted by Lotti and Lefevre, and the American machine "Green Flash," piloted by Captain Lewis Yancey, and navigated by Mr. Roger Williams, are engaging in a trans-Atlantic race.

The former left for Paris at 9.57 this morning (American time), but returned and landed at 10.16.

The "Yellow Bird" weighs 4½ tons and the "Green Flash" two tons.

Minor Mishaps

The third member of the "Yellow Bird's" crew, Assolant, states that the return was due to engine vibration causing a leak in the fuel tank in the fuselage, releasing a quantity of petrol.

The flyers decided to dump the fuel and return.

The wheel of the "Green Flash" stuck in the mud in taking off—Reuter's American Service.

French Flight

Arachard and Rignau have arrived—Reuter.

"RED" DEPUTIES

SENTENCES ON MARTY AND DORIOT CONFIRMED

APPEAL COURT'S ACTION

Paris, Yesterday.

The Court of Appeal has confirmed the conviction of the Communist Deputy, Marty, for inciting to military disobedience and murder in an article in the extremist newspaper "Humanite," but reduced the sentence from 4 years' to two years' imprisonment.

The sentence of three years' imprisonment imposed on the Communist Deputy, Doriot, on a similar charge was confirmed—Reuter.

DUKE OF YORK

CONGRATULATES CHURCH OF SCOTLAND ASSEMBLY

WHAT HIS HIGHNESS HOPES

London, Yesterday.

In closing his address to the Church of Scotland Assembly, today, the Duke of York congratulated the Church on the acceptance of the scheme of union with the United Free Church, which has been a feature of the Assembly.

His Royal Highness expressed the hope that union would bring increased strength and resources and would open up fresh avenues of service—British Wireless Service.

LEFTISTS TO RETURN

Shanghai, Yesterday.

That section of the Nationalist Party supporting Mr. Wang Ching-wei (i.e., the Leftists and Extremists) has turned down the overture of Marshal Chiang Kai-shek's faction for a union against Feng Yu-hsiang and the Kwangsi faction, according to information given out by a friend of Mr. Wang Ching-wei—Nan Chung Kuo News Service.

BELGIAN POLITICS

CATHOLIC GROUP LEAD IN NEW CHAMBER

ONE COMMUNIST

Brussels, Yesterday.

As a result of the election the new Chamber will be composed of:—

| | | |
|-------------------|-------|----|
| Catholics | ..... | 76 |
| Socialists | ..... | 70 |
| Liberals | ..... | 28 |
| Flaming Activists | ..... | 11 |
| Communists | ..... | 1 |
| Independents | ..... | 1 |

—Reuter.

In 1925 the parties returned to the Chamber were:—

| | | |
|---------------|-------|----|
| Socialists | ..... | 79 |
| Catholics | ..... | 76 |
| Liberals | ..... | 22 |
| Miscellaneous | ..... | 8 |

—Reuter.

A donkey has been given by Mrs. Dommarum to the Browning Settlement for their holiday camp at Otford, Kent.

A new British deck-landing fighter aeroplane has been chosen by the Japanese Navy.

GERMANY AND HER DEBTS

AN AGREEMENT

CREDITOR POWERS COME TO AN UNDERSTANDING

SATISFACTORY DECISION

Paris, Yesterday.

Dr. Schacht (head of the German delegation) has accepted the creditor Powers' reparations proposals. Only reservations remain to be discussed, and complete agreement is expected in a few days—Reuter.

A Common Basis

The Experts Committee has found a common basis of interpretation of the Young plan of reparations, and there is hope of a general agreement by Saturday—Havas.

Why Optimism Prevails

Optimism again prevails at the Reparations' Conference but no confirmation has so far been reported as to agreement between the Creditor Powers and the Germans on the paramount question of figures. But it is admitted that the Creditors have agreed among themselves with regard to distribution of the annuities suggested by Mr. Owen D. Young, as a basis for the commencement of Mr. Young's plan on September 1 next.

It is anticipated the Germans will accept this and it is generally agreed that a satisfactory compromise on the German reservations is perfectly realisable, so that if the Germans accept the Creditors' figures a great advance will be made toward a final and unanimous agreement.

To-day's news, therefore, is of the utmost importance because it means the Creditors have solved the question of distribution without demanding more from Germany than Germany is likely to consent to pay—Reuter.

IRAQ AGREEMENT

PRECEDENT IN 1927 TREATY FOLLOWED

WRONG IDEA CORRECTED

London, Yesterday.

Reuter learns that the British-American Iraq Agreement is broadly similar to that of the Iraq Treaty between Great Britain and Turkey of three years ago.

The idea, apparently existing in America and expressed in yesterday's Washington message, that the new treaty involves a new development with regard to the oil industry is erroneous, as this was settled in the Iraq Government concessions to the Turkish Petroleum Company in 1924, which under British, Dutch, French and American interests were to receive 23½ per cent. each, and that the remaining 5 per cent. would be given to a private individual—Reuter.

CABLE-WIRELESS

LORD INVERFORTH ON THE RECENT MERGER

OPTIMISTIC VIEWS

London, Yesterday.

Lord Inverforth presided, and Commandatore Marconi was present, at a meeting of the shareholders of Marconi's Wireless Telegraph, Ltd., which unanimously adopted the report and balance sheet.

Lord Inverforth, referring to the cables and wireless merger, said the solution of the problems which the Imperial Conference evolved would form a landmark in the history of world communications.

The British Empire for the first time would have an organisation permitting the intelligent and co-ordinated direction and development of its Imperial telegraphic communications.

It was not a fact that the Marconi Company was in effect going out of business as a result of the formation of Cables and Wireless, Limited.

Eastern Extension Co.

The shareholders of the Eastern Telegraph Company have agreed to the proposals for joint working of wireless and cable communications by the transference of "Communications assets" to Imperial and International Communications.

They also resolved that the predominating shareholding interest in the company should remain British.

The meeting voted £11,500 as compensation to directors for loss of office.

The Chairman, Mr. Denison Pender, said that if the Eastern Telegraph Company had reduced its cable rates to those of wireless in order to recover lost traffic, the Government would have reduced beam rates still further—Reuter.

GERMANY AND HER DEBTS

AN AGREEMENT

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After working over 30 years with the Peking-Mukden Railway, Mr. Frank A. Harris, together with four other foreigners, has been relieved of his post of secretary to the railway. The other four who have been dismissed are Messrs. R. G. Gibson, resident engineer at Tangku; K. E. Bessell, traffic inspector at Tangshan; Joseph Taft, audit inspector at the head office; and H. Edmund Allen, stores superintendent at Tangshan. Messrs. Gibson and Bessell have been with the railway for over 20 years. Mr. Taft has worked for more than ten, whilst Mr. Allen was on a three-year contract. The five were given a month's notice and informed that their services were no longer required.

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